





## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCE-NEZ AND EYE PRESERVES.  
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
**EASTMAN'S KODAKS AND FILMS.**  
64, QUEEN'S ROAD.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
84, QUEEN'S ROAD CENTRAL.

**JAPAN COALS.**  
**ITSUI BUSSAN KAISHA**  
(MITSUI & CO.)  
HEAD OFFICE: 1, SUGIYAMA-CHO, TOKYO.  
LONDON BRANCH: 24, LIME STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDINGS, 102 HUAH STREET, FIRST FLOOR.  
OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chiochi, Fiontun, Nanchang, Port Arthur, Seoul, Chongchun, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoaki, Moji, Waka-  
matsu, Kanagawa, Nagasaki, Kuchipatou, Sasebo, Maizuru, Mito, Hakodate,  
Taipei, etc.  
Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes).  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the  
State Railways; Principal Railway Companies and Industrial Works; Home and  
Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Honda, Kanada, Fujinotsu, Mamoda, Manpou, etc.  
Osaka, Otsu, Nishinomiya, Tenboku, Yodanisaka, Yodanisaka, Yodanisaka, and other  
Coals.  
S. MINAMI, Manager, Hongkong.  
Hongkong, May 31, 1904.

**Ideal Milk**  
ENRICHED 20 PER CENT.  
WITH CREAM.  
Sterilized—Not Sweetened.  
A PERFECT SUBSTITUTE  
FOR FRESH MILK.

**ENO'S** A SIMPLE REMEDY  
FOR ALL 'FRUIT IMPURITIES  
OF THE BLOOD. **SALT.**  
'It is not too much to say that the merits of  
ENO'S 'FRUIT SALT' have been published, tested, and  
approved, literally from Pole to Pole, and that its  
cosmopolitan popularity to-day presents one of the  
most signal illustrations of commercial enterprise to be  
found in our trading records.—*European Mail.*  
CAUTION.—See Capsule marked ENO'S 'FRUIT SALT' Without it you have a  
WORTHLESS IMITATION.  
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.,  
by J. C. ENO'S Patent.  
Sold by Chemists, &c., everywhere.

**van Houten's**  
**Cocoa**  
The most nourishing, digestible  
and delicious of all Cocoas.  
**THE BEST & GOES FARTHEST.**

## Intimations.

**MITSU BISHI GOSHI-KWAISHA**  
(MITSU BISHI CO.)  
**COAL DEPARTMENT.**  
**MARUNO-UCHI, TOKIO.**

CABLE ADDRESS: 'IWASAKI,'  
which applies to all Branch Offices and  
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN  
UNION CODES USED.

ALL LETTERS ADDRESSED  
MANAGER, MITSU BISHI CO., WITH  
NAME OF PLACE UNDER.

**BRANCH OFFICES.**  
NAGASAKI, MOBI, KOBE, KARATSU  
AND HANKOW.

**AGENCIES.**  
SHANGHAI: H. J. H. THOMP.  
HONGKONG: H. U. JEFFRIES.  
MANILA: COMPANIA MARITIMA.  
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;  
the Imperial Armies; the Imperial Railways; Sanyo, Kiushu and the Imperial  
Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.  
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila,  
North China, Korean ports and America.  
SOLE PROPRIETORS of Takashima, Ochi, Shimizu, Nanzatsu and Kami-  
Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large  
scale the best Japan Coal from 1905.  
Sole Agents for Kure, Kure (Tagawa) and Matsushima Coals.  
The Head and Branch Offices and the Agencies of the Company will receive any  
order for Coals produced from the above Collieries.  
Coal sold in 1903 by the Company amounted to 1,210,000 tons.

**TAKASHIMA COAL.**  
Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.  
Hongkong, April 25, 1904. 777

**CANTON DISTRICT.**  
LOCAL NOTICE TO MARINERS.  
No. 68.

Establishment of Lights in the approaches to Canton.  
NOTICE IS HEREBY GIVEN of the establishment of the following Lights in the approaches to Canton:—

**BLAKE POINT LIGHT.**  
This Light was exhibited for the first time at sunset on the 26th ultimo.  
The illuminating apparatus is dioptric group consisting of the sixth order, showing a fixed WHITE LIGHT varied by four eclipses every 30 seconds, thus:—  
Light..... 2 " 16 Seconds.  
Eclipse..... 2 " "  
Light..... 2 " "  
Eclipse..... 2 " "  
Light..... 2 " "  
Eclipse..... 2 " "

The Light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 10 nautical miles.

**AMHERST POINT LIGHT.**  
This Light was exhibited for the first time at sunset on the 30th ultimo.

The illuminating apparatus is dioptric of the 6th order, showing a fixed RED LIGHT.  
The Light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 7 nautical miles.

**TIDE POLE LIGHT.**  
This Light, on the right bank of the river in Belcher Reach, was exhibited for the first time on the 4th instant.

The illuminating apparatus is dioptric of the seventh order, showing a fixed WHITE LIGHT.  
The Light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 4 nautical miles.  
J. HOWELL MAY,  
Harbour Master.

Approved,  
S. M. RUSSELL,  
Deputy Commissioner of Customs in Charge.  
Custom House,  
Canton, October 5, 1904. 1819

**MESSRS A OHOO & CO.,**  
89, DES VIGUE ROAD, CENTRAL.

**GENERAL STOREKEEPERS.**

**NAVAL CONTRACTORS,**

**COAL MERCHANTS.**

HAVE always on hand an ample stock. Supplies executed at shortest notice. Well-directed Steam-launches kept for Picnic parties and for towing purposes. PRICES VERY MODERATE.

Hongkong, October 1, 1904. 1791

**BOARD AND RESIDENCE.**

NARROW TERRACE, Kowloon. Elegantly furnished ROOMS. Apply on the premises, to  
MRS GRUNBERG.  
Hongkong, July 12, 1904. 1287

## Intimations.

## GOVERNMENT BILLS.

**TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS,** current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Local Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 a.m. on the 10th October, 1904. The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bill will be issued for less than £100. The tenders to be in Duplicate, and in Sealed Covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed 'TENDERS FOR GOVERNMENT BILLS.' The right to accept or reject any or all of the tenders is reserved.  
Copies of Forms of tender can be had on application.

GEO. H. VERRIER, Colonel, A.P.D.,  
H.M. Treasury Chest Officer.  
His Majesty's Treasury Office,  
Fletcher Street, Hongkong,  
5th October, 1904. 1817

**HONGKONG JOCKEY CLUB.**

**THE HALF-YEARLY MEETING** of Members of the above Club will be held at the CITY HALL on SATURDAY, the 9th OCTOBER, at 12.15 p.m.  
By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, September 24, 1904. 1748

**HONGKONG YOUNG MEN'S CHRISTIAN ASSOCIATION.**

**CHINESE DEPARTMENT.**  
26, DES VIGUE ROAD, CENTRAL.

**THE NIGHT SCHOOL** of the above will open for its regular Autumn Session on TUESDAY, October 4th. Books open for registration until October 15th. SUBJECTS TAUGHT: Standard, Typewriting, Book-keeping, Commercial Correspondence, English (Primary, Intermediate, and Advanced), Mandarin, French, German, Japanese, Music, and the English Bible.  
FEES very Moderate.  
FULL PARTICULARS will be found in our printed EDUCATIONAL AND YOUNG MEN'S ASSOCIATION, which will be furnished upon application.  
Hongkong, October 1, 1904. 1800

**UNION INSURANCE SOCIETY OF CANTON, LTD.**  
NOTICE TO SHAREHOLDERS.  
NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, Hongkong, on THURSDAY, the 20th OCTOBER, 1904, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year 1903, and for the half-year ending 30th June, 1904, and for the Declaration of Dividends, etc.  
The TRANSFER BOOKS of the Society will be CLOSED from the 10th October to the 20th October, both days inclusive.  
By Order of the Board,  
C. MONTAGUE EDE,  
Acting Secretary.  
Hongkong, September 21, 1904. 1716

**CANTON INSURANCE OFFICE, LIMITED.**

NOTICE TO SHAREHOLDERS.

**THE TWENTY-THIRD ORDINARY GENERAL MEETING** of SHAREHOLDERS of the Canton Insurance Office, Limited, will be held at the Office of the Company, No. 12, QUEEN'S ROAD, CENTRAL, on FRIDAY, the 21st OCTOBER, 1904, at 12 noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year 1903, and for the half-year ending 30th June, 1904, and for the Declaration of Dividends, etc.  
The TRANSFER BOOKS of the Company will be CLOSED from the 10th October to the 20th October, both days inclusive.  
JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office, Limited.  
Hongkong, September 29, 1904. 1772

**HUMPHREYS' ESTATE & FINANCE CO., LTD.**

**THE SHARE CERTIFICATE** No. 4794 for Fifty Shares Numbered 60951-61000 inclusive, Fully Paid-Up, standing in the Register in the name of JAMES ROBERTSON ALEXANDER of Shanghai, having been lost, Notice is hereby given that the said Certificate be produced at the Office of the Company, Alexandra Building, Des Vieux Road, Hongkong, before 23rd OCTOBER, 1904, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, September 23, 1904. 1738

**A. S. WATSON & CO., LIMITED.**

Issue of 30,000 New Shares of \$10 Each.

**NOTICE.**

**THE TRANSFER BOOKS** of the Company will be CLOSED from the 28th September, to 8th October, 1904, both days inclusive.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, September 27, 1904. 1761

**相映 TAI WOO. 和泰**

**PHOTOGRAPHER and PORTRAIT PAINTER, FRAME MAKER.**

LANDSCAPES, PICTURES & VIEWS FOR SALE.

No. 36, 2nd FLOOR, QUEEN'S ROAD, CENTRAL, HONGKONG.

Hongkong, September 2, 1904. 1628

**QUONG HING LUNG,**

**FIRST-CLASS**

**Tailor and Outfitter.**

30 YEARS' EXPERIENCE IN U.S.A.

**UP-TO-DATE CUTTER.**

PERFECT FIT GUARANTEED.

FANCY GOODS DEALER.

PRICES VERY LOW.

No. 96, Queen's Road, Central, Hongkong.

Hongkong, September 14, 1904. 1683

## Intimations.



Hongkong, September 23, 1904. 1378

**CANTON DISTRICT.**

**LOCAL NOTICE TO MARINERS.**

No. 67.

(Removal work at Canton River Barriers; precautions to be observed by passing vessels.)

NOTICE IS HEREBY GIVEN that removal work at the Canton River Barriers will shortly commence, and that, with a view to avoid endangering the lives of those engaged on it, the following rules should be observed by passing vessels.

1. When a Red and White Flag (International H.) is shown from a Barrier, or from a Boat in the neighbourhood of a Barrier, it will indicate that the wash of a steamer is liable to endanger life and property.

Under these circumstances a steamer should pass the neighbourhood at as slow a speed as possible.

2. When a Red Flag is shown from a Barrier, or from a Boat in the neighbourhood of a Barrier, it will indicate that a vessel must not, so long as that flag is flying, attempt to pass the barrier.

This latter is an emergency signal to meet possible contingencies.

J. HOWELL MAY,  
Harbour Master.

Approved,  
S. M. RUSSELL,  
Deputy Commissioner of Customs.  
Custom House,  
Canton, October 1, 1904. 1803

**PURE LINSEED OIL**

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1883, 1900 & 1901.

MANUFACTURED BY

**THE GOREPORE CO., LD.,**

CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LOXLEY & CO.,  
Sole Agents,  
HONGKONG.

Cable Address 'LOXLEY,' Hongkong.  
Hongkong, July 22, 1903. 1519

**WANG HING & CO.,**

DEALER IN

**JEWELLERY AND LACQUERED WARE.**

No. 71, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, August 29, 1904. 1632

**NAM SING,**

U. S. ARMY TAILOR,

47, QUEEN'S ROAD CENTRAL.

BRAND NEW STOCK IN HAND.

Hongkong, September 3, 1904. 1630

**ZETLAND HOUSE.**

**SUPERIOR ACCOMMODATION** (Opposite Connaught House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904. 1374

**JUST ESTABLISHED:**

**WING SUN & CO.,**

No. 54, QUEEN'S ROAD CENTRAL

(Premises formerly occupied by Messrs C. J. GAFF & Co.)

**High-class Tailors & Outfitters, Shirt and Breeches Makers.**

First Quality, Workmanship Guaranteed. PRICES VERY MODERATE.

NOW SHOWING—New Lot of STRAW HATS, FEZ HATS, PANAMAS, UMBRELLAS, WALKING STICKS, BOOTS and SHOES, &c., &c.

INSPECTION INVITED.

Telephone No. 467.

Hongkong, August 4, 1904. 1420

**MESSRS COOPER & CO.**

**TAILORS, DRAPERS & OUTFITTERS**

BEG to announce that having engaged the Services of a COMPETENT CUTTER, with a thorough knowledge and experience of Gent's Requirements, they are now in a position to undertake all Orders for every description of Tailoring Work and a Correct Fit and Style Guaranteed.

Every Requisite for Gent's Wear and personal use supplied at the most Reasonable Prices.

A Trial Order Earnestly Solicited.  
Hongkong, September 9, 1904. 1430

## THE KING'S PRIVATE SECRETARY.

His Majesty has no time for the cultivation of the stately style of letter writing which characterised the early decades of the last century. But he never finishes a word with an unintelligible syllable, and does not observe the practical referring to people and places by their initial letters, except in family notes, when he would not hesitate to write of 'G.' or 'V.' To his relatives in Denmark he refers to her Majesty as 'Alix'; to all others as 'the Queen,' only in exceptional cases as 'Queen Alexandra.' There are, however, some little time-saving idiosyncrasies which were adopted long ago, and have been perpetuated. Thus a favourite form of subscription consists of the synopsized words, 'Yrs. v. sincerely.' Of course, much of the King's letter writing is delegated to Lord Knollys, his Private Secretary (says the Penny Magazine). His lordship is a remarkable combination of the old-world aristocrat and the keen and modern man of business. He is a spare man with crisp, curling white hair, surmounting a refined and thoughtful face. He has a certain picturesque dignity and reserve about him. In his frock overcoat and silk hat he might be taken for a beau of a hundred years ago, sleek and span, and bearing the marks of an inborn courtliness and grace. Those who meet Lord Knollys outside his work know him as a man immaculate in dress, precise in manner and deportment. They should see him in his room at Buckingham Palace. He sits there in shirt-sleeves, cuffs tucked up, dealing with his Majesty's correspondence and other work with a celerity and an astuteness that would do credit to the keenest man of business in the City. The King's Secretary says little, but when he speaks he goes straight to the point. He is a master of the snub in its various phases, as bores and cranks have found to their cost. And yet he has a wonderful fund of considerate kindness. Some little while ago a London Press man who happened to be the only one of his craft at a meeting where the King made a little speech, went to Lord Knollys with his transcript, and asked his lordship to glance over the copy. Lord Knollys dashed the reporter's hopes by saying he was not present at the meeting. The Press man was disappointed, for he feared he had made some mistake. 'Come back in two hours,' said Lord Knollys, taking the copy. He returned at the appointed time, and found his copy corrected in a strange hand. Lord Knollys had gone to the King himself, and his Majesty had made the correction.

## PHYSICAL EDUCATION IN AMERICA.

Perhaps the most magnificent feature in American Physical Education is the Government distributes wonderful pamphlets free to all who apply for them at Washington. Professor Atwater is the Editor of a number of these, dealing with food—the value of milk as a food, the value of fruits and nuts as foods, the effect of cooking, the costs of foods in proportion to their nutritive value, the different diets of different classes, and so on—all gratuitous. Professor Atwater himself serves as a good instance of what is done in America. A tireless worker at statistics, an inventor of the calorimeter (an apparatus for measuring how much heat the body gives off), he is employed at a fixed salary by the Government to carry out food-investigations, and these investigations he has carried out admirably, without any prejudice. Having a fixed salary he is not compelled to 'pull' anyone's articles. 'The Government pays the individual organs. Under him individuals and groups work out, collect, and arrange statistics. Experiments are now being made at various universities; these will be recorded each in its own Government pamphlet—not a large and dull blue-book of statistics, but a short book with statistics and theories and practical lessons as well. Or consider Professor Gates, a chemical investigator at Washington. He also has a Government post; though we believe that he was subsidised by private subscription. Among his published theories or facts are those in connection with condensation, and the effects of emotions upon the blood and other secretions and excretions of the body. Here are two of his experiments; we do not vouch for their accuracy; we merely cite them as extremely interesting. Sitting evenly balanced, dip your two hands into two vessels quite full of water of the same temperature. Now, keeping still, send your whole thought and attention into your right hand; that, says Gates, will warm the water and make it overflow, because it will send more blood to your hand and increase the temperature of it. Now withdraw your thought from that hand to the other; after a time the water will cool and subside; the water in the other vessel will become warm and will overflow. Again, Professor Gates says that he has taken people under the influence of different emotions—sorrow, anger, fear, joy—and has put them in isolated chambers. He has collected their breath in separate tubes; to this breath he has applied a chemical reagent; and the result has been in each case the appearance of a different colour, the result of sorrow being grey, the result of anger being red, and so on, when the reagent was rhodopsin.—*Cassell's Physical Dictionary.*

## JUST LANDED.

## A LARGE VARIETY OF

## PERFUMERY

OF THE WELL-KNOWN MAKE  
IN FANCY BOTTLES OF VARIOUS SIZES,  
and  
**STATIONERY**  
in all Styles to suit various requirements.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,  
No. 6, D'Almeida Street,  
and  
36 to 38, Elgin Road, Kowloon.

Hongkong, October 5, 1904. 1487

## For Sale.

## FOR SALE.

ONE ICE-MAKING MACHINE, with  
GAS ENGINE Complete.

For Full Particulars, apply to

HUGHES & HOUGH,  
8, Des Vieux Road.

Hongkong, June 27, 1904. 1761

## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

## SATURDAY,

the 10th October, 1904, at 2.30 p.m., at his  
Salerooms, QUEEN'S ROAD,—

A FINE ASSORTMENT OF  
JAPANESE CURIOS.

Some Art. Old SATSUMA SILVER CLOVES, BOWLS, FANCY BRONZES, IVORY STICKS and

UMBRELLA HANDLES, ALBUMS, IVORY ISLAND PANELS, ENAMELLED SILK EMERALD JEWELLERY, &c., &c.

TERMS OF SALE:—As Customary.

Y. I. REMEDIOS,  
Auctioneer.

Hongkong, October 3, 1904. 1806

## S. I. N. T. I. N. G.

**Surgeon-Dentist.**

No. 14, D'ALMEIDA STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, April 24, 1900. 623



**To Let.**

**A EUROPEAN HOUSE, No. 158, Pr**  
 East. Four Rooms and Kitchen  
 Servants' Quarters, Bathrooms, Hot and  
 Cold Water. Good Sea View.

[illegible]

Apply to  
**SAM WANG &**  
81, Queen's  
Hongkong, July 30, 1946



## WHY NOT TRY

# FRONTIER

**MIXTURE.**

British American

Tobacco Co. Ltd

AGENTS.

## MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamers sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mail usually reach London in about 28 days, and the French and German in about 29 or 30 days.

## EUROPEAN MAIL

		STEAMER.		DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Dep.						
Oct.	8	P. & O. Bengal	London	Nov.	6	Nov.
"	12	G. M. S. Saachen	Hamburg	"	"	"
"	18	M. M. ....	Marseilles	"	16	"
"	20	P. & O. Malta	Bremen	"	25	Dec.
"	26	G. M. S. Zienten	Marseilles	"	30	"
Nov.	1	M. M. ....	London	Dec.	4	"
"	5	P. & O. Comandel	Hamburg	"	"	"
"	9	G. M. S. Prinz Alice	London	"	"	"
"	19	P. & O. Simla	Hamburg	"	"	"
"	23	G. M. S. Prinz Regent	London	"	"	"
"		Laipold	Marseilles	Dec.	28	Dec.
"	24	M. M. ....	London	Jan.	1	Jan.
Dec.	3	P. & O. Chusan	Hamburg	"	16	"
"	7	G. M. S. Fressens	London	"	"	"
"	17	P. & O. Nubia	Hamburg	"	"	"
"	21	G. M. S. Prinz Eitel	Marseilles	"	25	Feb.
"		Friedrich	London	"	29	"
"	27	M. M. ....	London	"	29	Feb.

AMERICAN MAIL

781	DESTINATION.	STEAMER.	DEP.	DUE.
Nov.	San Francisco	P. M. S. Manchuria	Oct. 11	Nov.
"	Portland, O.	P. & A. Numanita	" 10	"
"	San Francisco	P. M. S. Coptic	" 20	"
"	Tacoma	N. P. L. Lyra	" 20	"
"	Portland, O.	P. & A. Nicomedia	" 27	"
"	do.	do. Korea	Nov. 1	"
"	do.	do. Gaelic	" 10	"
"	Portland, O.	P. & A. Arabia	" 19	"
"	San Francisco	P. M. S. Mongolia	" 22	"
"	do.	do. China	Dec 3	"
"	do.	do. Doric	" 15	"
"	do.	do. Siberia	" 27	"
1905	do.	do.	"	"
Jan. 7	do.	Coptic	"	Feb.
" 19	do.	Korea	"	"
" 31	do.	Gaelic	"	"
Feb. 11	do.	Mongolia	"	Mar.

**CANADIAN MAIL**

DEP.	STEAMER.	DESTINATION.
Oct. 12	C. P. R.	Vancouver.
" 19	do.	do.
Nov. 2	do.	do.
" 16	do.	do.
Dec. 14	do.	do.
" 28	do.	do.
" 1905	Athenian	do.
Jan. 11	do.	do.
" 25	do.	do.
Feb. 8	do.	do.

**AUSTRALIAN MAIL**

Office.	DEF.	STEAMER.	DISTINCTION.
1873			
DAVID FLOOR NET. Posses-	Oct. 15	E. & A. Australian	Sydney.
	" 25	C. N. T. iyan	do.
	Nov. 16	E. & A. Empire	do.
	" 16	C. N. Teinan	do.
STARY.	" "		do.
Club, Ld.	Dec. 9	C. N. Chungsha	do.
	" 14	E. & A. Eastern	do.
	" 28	C. N. Chingin	do.
1791	1805		
No. 107 A.	Jan. 11	E. & A. Australian	do.
	" 29	C. N. Talyuan	do.
	Feb. 8	E. & A. Kopins	do.
	" 11	C. N. Teinan	do.
TUNG KEE, Shai Road.	Mar. 8	E. & A. Eastern	do.
	April 6	" Australian	do.
1904. 1796	May 3	" Empire	do.

**His Britannic Majesty's Ships on the China Station.**

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported as
Alcristy	despatch-vessel	1790	12	1300	Comdr. Richard M. Harbord	Hongkong
Albatross	battleship, 1st class	12,860	42	9700	Captain Sydney R. Fremantle	Waihaiwei
Algerine	sloop	6	—	1400	Commander R. Nugent	Bahring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Waihaiwei
Andromeda	cruiser, 1st class	710	6	1800	Capt. R. N. Ommannney	Waihaiwei
Besumble	gunboat, 1st class	710	6	1300	Lieut.-Comd. O. M. McKins	Waihaiwei
Bricomart	gunboat, 1st class	10,160	14	13,000	Lieut.-Comdr. T. D. Pratt	Yangtze
Centurion	battleship, 1st class	12,000	14	21,000	Captain Fagan	Waihaiwei
Cressy	cruiser, 1st class	390	10	300	Captain Henry M. Tudor	Hongkong
Cerberus	water tank and tug	1070	10	1400	Comdr. Ernest Barton	Singapore
Chaplain	sloop	3680	6	6700		Waihaiwei
Yamé	torpedo boat destroyer	1580	12	3200	Comdr. P. V. Lowe, D.S.O.	Shanghai
Fearless	cruiser, 3rd class	12,350	16	13,500	Captain Hon. Walter G. Stopford	Waihaiwei
Glorious	battleship, 1st class	275	6	4000	Reserve	Hongkong
Glory	torpedo boat destroyer	275	6	4000		Waihaiwei
Handy	torpedo boat destroyer	1840	—	800	Lieut.-Comdr. F. M. Hoadore	Waihaiwei
Hart	storeship	3600	17	800	Captain W. B. Fausnier	Shanghai
Humber	cruiser, 3rd class	250	4	300	Lieut.-Comdr. A. Gregory	Waihaiwei
Ichigoia	torpedo boat destroyer	14,100	18	31,502	Lt.-Comdr. C. P. Metcalfe	Yangtze
Janus	river gunboat	180	2	800	Captain Francis G. Kirby	West River
Kinshas	cruiser, 1st class	12,950	18	13,500	Lt. Comdr. F. B. Noble	Waihaiwei
Leviathan	river gunboat	350	6	6300	Captain T. G. Great	Hongkong
Moorthen	battleship, 1st class	1015	6	1400	Reserve	Waihaiwei
Ocean	torpedo boat destroyer	835	6	680	Commander John Nicholas	Lebanon
Oter	sloop	835	6	1400	Com. D. E. Moore	Straits Division
Phoenix	surveying-vessel	891	10	1400	Com. D. S. A. Wake	West River
Rapier	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	West River
Rinaldo	river gunboat	980	6	1400	Comdr. Vivian	Hongkong
Robin	sloop	85	2	240	Lt.-Com. H. T. Atlay	West River
Rosetta	river gunboat	3680	8	0000	Capt. O. H. H. Moore	Mits. Bay
Sandwiches	cruiser, 2nd class	85	2	240	Lt.-Comdr. Davidson	Yangtze
Sirius	river gunboat	280	6	6500	Reserve	Waihaiwei
Snipe	torpedo boat destroyer	4500	6	800	Commodore Dicken	Hongkong
Saku	receiving ship	180	2	800	Lt.-Comdr. F. V. Dugmore	Yangtze
Samar	river gunboat	3400	8	9000	Lt.-Capt. J. A. C. Wilkinson	Waihaiwei
Saul	cruiser, 2nd class	363	3	200	Lieut.-Comdr. R. H. Keate	Yangtze
Thetis	coal-defence gunboat	12,950	18	13,500	Capt. Leslie Stuart, C.M.G.	Waihaiwei
Tweed	battleship, 1st class	900	6	1400	Comdr. S. St. John Farquhar	Shanghai
Vengeance	sloop	355	6	6500	Comdr. S. St. John Farquhar	Hongkong
Vestal	torpedo boat destroyer	620	6	6500	Reserve	Waihaiwei
Virago	surveying ship	390	8	5000	Comdr. Ernest C. Hardy	Waihaiwei
Waterwitch	torpedo boat destroyer	150	2	500	In Reserve	Upper Yangtze
Whiting	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lieut.-Com. Wason	Upper Yangtze
Woodcock	river gunboat	150	2	500		Upper Yangtze

Colonel Sir Gerard H. Noel, Commander-in-Chief

\* Fleet of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war of the China and Japan Station.

	Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
3	Aspern	Austro Hungarian cruiser	2437	20	7300	Capt. Friedrich Glinzenberger	Shanghai
2	Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirtl	Shanghai
5	Achéron	French armoured gunboat	1798	10	1700	Capt. Laferrière	Saigon
6	Alouette	French gunboat	590	7	400	Lieut. A. Varney	Canton
7	Argus	French gunboat	123	—	500	Lieut. Crespin	Saigon
9	Aspio	French gunboat	475	3	400	Lieut. Journer	Haiphong
10	Avalanche	French gunboat	140	5	180		Saigon
11	Bangali	French cruiser	580	6	400		Saigon
12	Bugato	French gunboat	3740	29	8000	Capt. Lefèvre	Haiphong
13	Cassiope	French gunboat	140	5	150		Woonung
14	Châteaurenault	French cruiser	8018	18	17,000	Captain V. Poidlone	Haiphong
15	Comore	French gunboat	625	4	438	Commander Loral	Saigon
16	D'Assas	French gunboat	690	10	800	Commander L'Est	Saigon
17	Dodécée	French cruiser	4000	31	9500		Haiphong
18	D'Assas	French cruiser	—	7	303	Lieut. Johenne	Hongkong
19	Estoc	French destroyer	350	7	—		Shanghai
20	Fronde	French cruiser	9375	29	20,200		Haiphong
21	Geopline	French gunboat	—	7	310	Lieut.-Comdr. Beaussant	Hongkong
22	Henri Riviere	French destroyer	307	7	2200	Commander Le Gollou	Shanghai
23	Javeline	French gunboat	1250	6	—	Captain Cros	Hongkong
24	Kersaint	French cruiser	9700	12	18,600	Capt. Housat	Yan-tze
25	Montcalm	French gunboat	—	—	—	Comdr. Rennes	Hongkong
26	Olry	French cruiser	4015	27	8700	Capt. Vincent	Saigon
27	Pascal	French cruiser	9437	10	1500	Captain Guibertau	Shanghai
28	Redoutable	French cruiser	1798	8	600	Lieut. Holgue	Shanghai
29	Sully	French cruiser	9355	2	500		Yan-tze
30	Takpang	French gunboat	629	2	—		Along Bay
31	Turkias	French gunboat	—	—	—		Canton
32	Vauban	French cruiser	6150	23	4560	Captain Blondel	
33	Vigilante	French gunboat	123	7	600	Lieut. Carol	
34		German cruiser	1857	15	2900	Comdr. Huss	Woonung
35		German flag ship	11,000	26	14,000	Capt. Provo	Shanghai
36		German cruiser	1778	15	2969	Comdr. von Studnitz	Amoy
37		German cruiser	8230	34	10,000	Capt. Schroeder	Ki-oh-choo
38		German cruiser	6550	37	10,000	Capt. Baron Schimmelmans	Nanking
39		German gunboat	1090	10	1300	Comdr. Baron von M. Hallens	Shanghai
40		German gunboat	900	10	1800	Comdr. Kroenke	Shanghai
41		German gunboat	850	10	1544	Comdr. von Grumbkow	Manila
42		German gunboat	1009	8	875	Comdr. Persius	Shanghai
43		German gunboat	1640	15	2840	Captain Voigt	Shanghai
44		German cruiser	2059	24	8 00	Comdr. Deimling	Shanghai
45		German cruiser	900	10	1800	Comdr. Giebbler	Shanghai
46		German gunboat	170	5	190	Lieut. Scharf	Shanghai
47		German gunboat	—	3	600		Shanghai
48		Italian cruiser	2390	10	7471	Captain Borea Ricci	Shanghai
49		Italian cruiser	2940	—	—	Capt. Presbitero	Shanghai
50		Italian cruiser	2488	29	7 00	Capt. Pesetto	Shanghai
51		Portuguese cruiser	1930	14	4000	Captain d'Antas Ribeiro	Shanghai
52		Portuguese gunboat	720	—	—	Capt. Coutinho	Shanghai
53		Portuguese cruiser	3315	20	8000	Capt. Manuel Vasco de Carvalho	Shanghai
54		Russian gunboat	310	8	720	Comdr. Ghint	Vladivostok
55		Russian cruiser	2600	27	4700	Comdr. Gramatichoff	Port Arty
56		Russian cruiser	6000	27	24,000	Capt. Reitzenschein	Port Arty
57		Russian cruiser	7800	10	16,500		Port Arty
58		Russian cruiser	1650	8	1150	Comdr. Erjokovitch	
59		Russian gunboat	6640	12	19,500		Saigon
60		Russian cruiser	6731	6	8000	Capt. Nizarowsky	Port Arty
61		Russian gunboat	1456	3	1700	Comdr. Yonick	Port Arty
62		Russian gunboat	1500	3	3300	Comdr. Zargarsky	
63		Russian gunboat	1500	6	2000	Captain Jessen	Vladivostok
64		Russian gunboat	12,384	44	14,500	Comdr. Shumoff	Shanghai
65		Russian cruiser	1090	6	1090	Commander Glyn	Port Arty
66		Russian gunboat	1224	7	1400		Shanghai
67		Russian cruiser	3000	6	17,000	Comdr. Vasiloff	Port Arty
68		Russian gunboat	1490	6	2000	Capt. Koroleff	Shanghai
69		Russian battleship	12,674	15	14,500	Captain Jakovlev	Damansu
70		Russian battleship	10,960	16	10,800	Capt. Zetseroff	Port Arty
71		Russian battleship	13,474	16	14,500	Captain Oedoff	Port Arty
72		Russian battleship	10,960	16	10,800	Comdr. Liven	Vladivostok
73		Russian battleship	1334	10	1788		Shanghai
74		Russian cruiser	12,902	18	18,000	Capt. Bogdanovich	Port Arty
75		Russian battleship	12,900	68	17,000	Capt. Matsevich	Shanghai
76		Russian protected cruiser	10,323	25	13,250	Captain Bereshtankoff	Port Arty
77		Russian protected cruiser	10,323	18	10,000	Lieut. Comdr. Ivanoff	Port Arty
78		Russian battleship	10,960	16	10,800	Comdr. Zagoriansky-Kisele	Port Arty
79		Russian gunboat	950	2	1150	Comdr. Abramoff	Shanghai
80		Russian gunboat	500	9	3800		Shanghai
81		Russian gunboat	1230	15	1194		Shanghai
82		U. S. cruiser	3789	28	7500	Capt. Dyer	Canton
83		U. S. gunboat	1000	12	1227	Capt. Palmer	Shanghai
84		U. S. torpedo-boat destroyer	420	7	1600	Lieut. G. Williams	Hongkong
85		U. S. torpedo-boat destroyer	420	7	8 00	Lieut. Irwin	Hongkong
86		U. S. gunboat	420	3	10	Lieut. Dismer	Canton
87		U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Joseph	Hongkong
88		U. S. gunboat	3213	19	7500	Comdr. Hugo Osterlons	Shanghai
89		U. S. torpedo-boat destroyer	420	7	8003	Lieut. H. E. Arnold	Shanghai
90		U. S. torpedo-boat destroyer	420	7	8160	Lieut. A. W. Knox	Shanghai
91		U. S. gunboat	640	10	1800	Capt. J. J. Hood	Shanghai
92		U. S. gunboat	1392	6	1868	Comdr. P. J. Sargy	Shanghai
93		U. S. gunboat	3990	6	3000	Captain Mahan	Shanghai
94		U. S. monitor	4084	4	5244	Comdr. J. E. Milhen	Shanghai
95		U. S. monitor	3437	20	7700	Commander G. B. Harber	Shanghai
96		U. S. cruiser	10,286	45	11,111	Captain Corwell	Shanghai
97		U. S. gunboat	2 1	3	250	Ensign J. E. Ross	Shanghai
98		U. S. gunboat	201	3	250	Capt. Bennett	Shanghai
99		U. S. gunboat	4090	14	7500	Capt. J. B. Collins	Shanghai
100		U. S. cruiser	3213	18	3913	Comdr. Marshall	Shanghai
101		U. S. cruiser	4084	27	1118	Captain Very	Shanghai
102		U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
103		U. S. cruiser	317	3	5 00	Lieut. H. A. Wiley	Shanghai
104		U. S. gunboat	1897	8	1884	Commander A. W. Dodd	Shanghai
105		U. S. gunboat	12,000	50	12,000	Captain Oliver	Shanghai

...of Rear Admiral Foilder

There is also a Philippines U.S. Squadron

\* Flagship of Rear Admiral de Jon



ESTABLISHED 1859.

**ACHEE & CO**

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No. 17,

**QUEEN'S ROAD,**  
HONGKONG.

**Furniture**  
**Dealers.**

**DRAWING-ROOM,**  
**DINING-ROOM,**  
and **BEDROOM**  
**FURNITURE.**

**ELECTRO-PLATED,**  
**GLASS and**  
**CHINA WARES.**  
**PASTEUR'S MICROBE-**  
**PROOF FILTERS,**  
**ROCHESTER LAMPS,**  
**WHITE TURKISH**  
**TOWELS and**  
**COUNTERPANES.**

**COOKING RANGES,**  
**KITCHEN UTENSILS,**  
and **HOUSEHOLD**  
**REQUISITES.**

**WM. POWELL,**

LIMITED.

HOURS, 8.30 a.m. to 6 p.m.

**SEASON 1904-5.**

ON

**MONDAY, 3rd OCTOBER,**  
WE SHALL HAVE ON VIEW THE  
FOLLOWING FINE SELECTION  
OF NEW GOODS:-

**LADIES' DEPT.**

**ALEXANDRA**

BUILDINGS.

Silk and Satin Ribbons, Rich  
Trimming, Dainty Motifs, Plain  
and Fancy Dress Materials,  
Trimmed and Untrimmed Felt  
and Straw Hats, Lace Fichus and  
Scarves, Violette Flannels, Flowers  
and Foliage, Wings and Quills,  
Fancy Chiffons, Silks and Gausers,  
Smart Winter Jackets.

**FURNISHING**

**DEPARTMENT**

Madras Curtain Muslins, Print  
of Bateaux, New Cretonnes, Hem-  
stitched Linen Pillow Cases and Table  
Cloths, Linen Buckram Towels,  
Crimmerlike Tray Cloths and  
Covers, Splendid Selection of  
Kitchen Napkins and Table  
Cloths, Carpets and Carpet  
Squares, Rugs, in all makes and  
prices, etc., etc.

**GENT'S DEPT.**

**8, Queen's Road**

HOURS, 8.30 a.m. to 6 p.m.

Black Felt Bowler Hats, Straw  
Hats, Tweed 'Kerzon' Hats, a  
Selection of Motor Caps,  
Shirts and Collars, Walking  
Dress Boots, Patent Oxford  
Shoes, Flannel Pyjamas, Fine  
Selection of Travelling Bags,  
Underwear, etc., etc.

TRADE MARK.  
TELEPHONE NO. 135.  
THREE PLACED WHISKIES:

1st—KING EDWARD VII.

VERY OLD LIQUEUR.

Gold Label ... ..\$22.00

2nd—KING EDWARD VII.

LIQUEUR.

White Label... ..\$16.50

A Good 3rd—

'CLUB' \$15.00

A Whisky that is perfect with 'TAN-  
SAN' Water.

SOLE AGENTS:

**H. PRICE & CO.,**  
12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Japanese Curios,  
etc., at Mr V. I. Remedios' Sales  
Rooms.

Meetings.

12.15 p.m.—Meeting of Hongkong Joo-  
key Club at City Hall.

3.30 p.m.—Fourth Meeting of Hongkong  
Gymkhana Club at Happy Valley.

Miscellaneous.

2.30 p.m.—Spoons Competition of The  
Hongkong Rifle Association.

General Memoranda.

SUNDAY, October 9—

Goods per *Indragiri* not cleared on this  
date subject to rent.

MONDAY, October 10—

11 a.m.—Government Bills received by  
Chief Paymaster, Army Pay Depart-  
ment.

Noon—Meeting of The Hongkong Steam  
Water Boat Co., Ltd., at the Registered  
Office.

Transfer Books of Union Insurance So-  
ciety of Canton, Ltd., Close from this  
date to 20th October inclusive.

THURSDAY, October 13—

Goods per *Coromandel* not cleared at  
4 p.m. on this date subject to rent.

THURSDAY, October 20—

Noon—Meeting of Union Insurance So-  
ciety of Canton, Ltd., at Head Office.

FRIDAY, October 21—

Noon—Meeting of Shareholders of Can-  
ton Insurance Ltd., at Messrs Jardine,  
Matheson & Company's Office.

THE HONGKONG DISPENSARY.

**SEASONABLE**

**SPECIALITIES**

Highly

-Recommended

**WATSON'S**

**BALSAM of ANISEED.**

**WILD CHERRY**

**COUGH SYRUP.**

**WATSON'S**

**QUININE AND IRON**

**TONIC.**

**WATSON'S**

**TAI YUEK FONG HAIR**

**WASH.**

**GLYCERINE & QUIN-**

**INE HAIR WASH.**

**WATSON'S**

**CHERRY TOOTH**

**PASTE.**

**A. S. WATSON & Co., Limited,**

**ALEXANDRA**

**BUILDINGS.**

**BIRTH.**

On October 8 at Villa Hans, 46, Sims  
Road, Shanghai, the wife of FERNAND  
BORNHANS, of a Daughter.

**MARRIAGE.**

On October, at H.B.M. Consulate-  
General before Sir Pelham H. Warren,  
K.C.M.G., and afterwards at St. Joseph's  
Church, French Concession, Shanghai, by  
the Rev. M. Kennedy S. J. GREGORY DEIRZ  
to GREGORIA RIBEIRO, both of Shanghai.

**DEATHS.**

On September 23, at Tokyo, the only son  
of Mr and Mrs Geo. Knoto, aged 2 months  
and 18 days.

At the Government Civil Hospital,  
Singapore, on the 7th instant, of enteric  
fever, JAMES YOUNG, late master of the  
Indo-China S.S. *Suisany*, and of St. Ives,  
Cornwall.

**NOTICE TO CORRESPONDENTS.**

All business communications for this  
office should be addressed to THE MANA-  
GER.

Communications intended for publication  
should be addressed to THE EDITOR, and  
not to any person by name.

We cannot undertake to return rejected  
communications.

Any communication not accompanied  
by the signature of the writer will be  
rejected without consideration.

All communications must be legibly  
written upon one side of the paper.

Telephone, No. 22.

The publication of this issue commenced  
at 4.45 p.m.

**The China Mail.**

HONGKONG, FRIDAY, OCTOBER 7, 1904.

**EDITORIAL COMMENT.**

THE palmists and other

varieties of fortune tel-

lers who batten upon the

credulous public at Home

are at present having a bad time.

Mails just to hand show that those

prosecuted by the *Daily Mail's* agency

on a charge of obtaining money by false

pretences have been committed for

trial. Now this is a rude blow to a

not uncommon superstition. For un-

told ages the belief in this science, the

idea that future fate is graven on the

palm of the hands, has been popular.

Aristotle believed it firmly, and India

has had the practice for centuries. It

is known that many royalties consult

chiro-mancers, and it is quite possible

that the practitioners of the art believe

in it themselves. But the British law

is a wonderful thing, and no one ever

knows what respectable institution will

come under its ban next. Its touch-

stone for everything is the passing of

money. So long as there is no money

in the question you may believe and

teach anything you please, but the

moment a guinea—or a common 'bob'—

—enters upon the scene not a super-

stitious and persevering of churches or

individuals is safe for one moment.

Speaking for ourselves we attach no

importance to phrenology or palmistry,

but we do think the British Law is

undertaking a tough task when it

endeavours to root out by Court process

beliefs that are as old as the race. It

is a difficult job to prevent fools and

their money becoming parted. So

difficult, indeed, that no burly Police-

man, backed as he might be by act of

Parliament, will be able to stop it.

The betting is about

five to two on Mr

ROOSEVELT'S return as

ELECTION. President of the United

**LOCAL AND COAST NEWS.**

**The Kwangsi Insurrection.**

The *Sinpo* publishes the following  
telegram from Kuellin, provincial capital  
of Kwangsi:—The high authorities here  
have received a telegram to the effect that  
the district city of Loehengshan, belong-  
ing to the prefecture of Luohou, Kwangsi  
province, was attacked and captured by an  
insurgent army on the 24th of September.  
Loehengshan, is about sixty-three miles  
to the northwest of the city of Luohou,  
which is only fifty miles from Kuellin.

**Excise Officer Injured.**

A Chinese excise officer was seriously  
injured, on the 6th instant, by falling from  
the upper floor of a masted, a distance of  
about 30 feet. The excise officer, in com-  
pany with a number of others, had visited  
the masted for the purpose of executing a  
warrant and while climbing up a narrow  
ladder slipped and fell to ground. He was  
picked up by his companions and taken to  
the Government Civil Hospital where he  
was admitted for treatment suffering from a  
dislocated wrist and severe shock.

**A Scanty Wardrobe.**

A very abashed coolie appeared in the  
witness box at the Magistrate's court this  
morning attired in a sweat cloth, a sugar bag,  
and an open waistcoat. The bag he carried in  
his hand and used to the best advantage to  
hide his nakedness, but notwithstanding this  
he was very ill at ease and did not care  
to face the Court in such an unconventional  
garb. It was shown that the coolie was a  
sugar worker, and, as is common with such  
people, piled his occupation in a state of  
semi-nudity. While he was at work the  
whole of his wardrobe, consisting of a coat,  
a pair of trousers, and a tobacco pouch,  
was stolen, and not having the means to  
purchase a new outfit, he was compelled  
to appear in his working costume. The  
man charged with the theft of the clothes  
was discharged, there being no direct evi-  
dence against him.

**Death of Captain Young.**

We regret to have to announce the  
death of Captain James Young, of the a.s.  
*Suisany*, which took place at Singapore,  
to-day. Captain Young was one of the  
best and most favourably known skippers  
on the China coast, and travellers with him  
quickly learned to appreciate his genuine  
worth and sterling character. Several  
voyages ago Captain Young was compelled  
to leave his steamer at Singapore owing to  
an attack of enteric fever, and though he  
wrote letters to friends in Hongkong speak-  
ing hopefully of recovery, he relapsed and  
died as stated. Captain Young has been  
in the East since about 1880 and has been  
connected with Messrs Jardine, Matheson  
and Co's firm most of the time. He made  
lots of friends, and few, if any, enemies.  
He was always cheery and jovial and was  
never backward in extending a helping  
hand to any friend who might be in need.  
His loss will be mourned by many.

**A Land Slip.**

A land slip occurred in the vicinity of  
the filter beds above Bowen Road yester-  
day, resulting in the death of one coolie  
and serious injuries to another. The men  
were employed working near the filter  
beds and appear to have undermined a  
bank and then sat down to listen almost  
immediately underneath it. While they  
were eating the bank fell down and they  
were badly crushed. They were both  
taken to the Government Civil Hospital  
without delay, and one of them subse-  
quently succumbed to his injuries.

**Band at King Edward Hotel.**

By kind permission of Lt.-Col. Ire-  
monger and Officers, the Band of the 93rd  
Burma Infantry will play the following  
programme of music at the above Hotel,  
during dinner, this evening (weather  
permitting):—

March.....The Stars and Stripes

Overture.....for Ever.....Souza

Dance.....The Torch.....Ivan Caryll

Selection.....The Orchid.....Ivan Caryll

Selection.....The Orchid.....Ivan Caryll

Selection.....The Orchid.....Ivan Caryll

Selection.....The Orchid.....Ivan Caryll

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**LOCAL AND COAST NEWS.**

**The Kwangsi Insurrection.**

The *Sinpo* publishes the following  
telegram from Kuellin, provincial capital  
of Kwangsi:—The high authorities here  
have received a telegram to the effect that  
the district city of Loehengshan, belong-  
ing to the prefecture of Luohou, Kwangsi  
province, was attacked and captured by an  
insurgent army on the 24th of September.  
Loehengshan, is about sixty-three miles  
to the northwest of the city of Luohou,  
which is only fifty miles from Kuellin.

**Excise Officer Injured.**

A Chinese excise officer was seriously  
injured, on the 6th instant, by falling from  
the upper floor of a masted, a distance of  
about 30 feet. The excise officer, in com-  
pany with a number of others, had visited  
the masted for the purpose of executing a  
warrant and while climbing up a narrow  
ladder slipped and fell to ground. He was  
picked up by his companions and taken to  
the Government Civil Hospital where he  
was admitted for treatment suffering from a  
dislocated wrist and severe shock.

**A Scanty Wardrobe.**

A very abashed coolie appeared in the  
witness box at the Magistrate's court this  
morning attired in a sweat cloth, a sugar bag,  
and an open waistcoat. The bag he carried in  
his hand and used to the best advantage to  
hide his nakedness, but notwithstanding this  
he was very ill at ease and did not care  
to face the Court in such an unconventional  
garb. It was shown that the coolie was a  
sugar worker, and, as is common with such  
people, piled his occupation in a state of  
semi-nudity. While he was at work the  
whole of his wardrobe, consisting of a coat,  
a pair of trousers, and a tobacco pouch,  
was stolen, and not having the means to  
purchase a new outfit, he was compelled  
to appear in his working costume. The  
man charged with the theft of the clothes  
was discharged, there being no direct evi-  
dence against him.

**Death of Captain Young.**

We regret to have to announce the  
death of Captain James Young, of the a.s.  
*Suisany*, which took place at Singapore,  
to-day. Captain Young was one of the  
best and most favourably known skippers  
on the China coast, and travellers with him  
quickly learned to appreciate his genuine  
worth and sterling character. Several  
voyages ago Captain Young was compelled  
to leave his steamer at Singapore owing to  
an attack of enteric fever, and though he  
wrote letters to friends in Hongkong speak-  
ing hopefully of recovery, he relapsed and  
died as stated. Captain Young has been  
in the East since about 1880 and has been  
connected with Messrs Jardine, Matheson  
and Co's firm most of the time. He made  
lots of friends, and few, if any, enemies.  
He was always cheery and jovial and was  
never backward in extending a helping  
hand to any friend who might be in need.  
His loss will be mourned by many.

**A Land Slip.**

A land slip occurred in the vicinity of  
the filter beds above Bowen Road yester-  
day, resulting in the death of one coolie  
and serious injuries to another. The men  
were employed working near the filter  
beds and appear to have undermined a  
bank and then sat down to listen almost  
immediately underneath it. While they  
were eating the bank fell down and they  
were badly crushed. They were both  
taken to the Government Civil Hospital  
without delay, and one of them subse-  
quently succumbed to his injuries.

**Band at King Edward Hotel.**



ALIVE!

The Chinese Admiral Ting, it was long ago reported, committed suicide after his defeat by the Japanese at Wei-hai-wei. He is now, on the 4th, a military prisoner at Kwang-shi. The question that will occur to those of us who remember the day of "Poor Old China" is, "Who saw him die?" and query with answer may be formulated thus:

"Who saw him die?"

"I," says the writer, "with my big eyes, I saw him die!"

"At Wei-hai-wei?"

"There is so much 'I' about this, that no wonder the report should turn out to be 'all his I'—Punch."

NEW SURVEY SHIP.

**Ready For Launching.**

The Hongkong and Whampoa Dock Company has completed the building of a survey vessel for the United States Coast and Geodetic Department, and the launch will take place to-morrow at 8.30 o'clock. The new vessel has been named the *Fathomer* and in her fresh white paint looks a perfect picture as she lies on the ways at the dock, from which she will be released in the morning.

The *Fathomer* is a steel vessel, with single screw. She is the first vessel to be built here under Lloyd's special survey, and she is of the 100 A1 class.

Her dimensions are as follows:—Length, over all, 152 feet; between perpendiculars 144 feet; breadth, moulded, 25 feet; and depth, moulded, 12 feet 6 inches. She is fitted with compound surface condensing engines, the diameter of the cylinders being 17 inches and 38 inches, and the length of stroke 24 inches. Her boilers are of mild steel and are of the cylindrical return tubular type. The length is 10 feet, diameter 13 feet 3 inches, and the working pressure is 150 lbs. to the square inch.

She has two gun-mounts and four decks, viz., main deck, lower deck, fore-castle deck and bridge deck. She is fitted with many valuable instruments for the survey work she is to undertake, and she has a fine drafting room with the necessary instruments on the bridge deck. Electricity has been installed throughout the ship for lighting purposes.

CHARGE OF MANSLAUGHTER.

**The Quarry Bay Case.**

Thomas Hynes, aged 26, an overcoat, employed at Quarry Bay, was charged on remand at the Magistrate's Court this afternoon before Mr. J. H. Kemp, with that he did kill and slay a Chinaman named Cheung Sze, on September 28.

Inspector Dymond conducted the case for the police, and Mr. H. J. Gudge appeared for the defence.

Dr. Hunter, medical officer in charge of the Government Civil Hospital, stated that on September 21 he examined the body of Cheung Sze. He held a post mortem examination on the body and found the cause of death to be a rupture of the spleen. This might have been caused by a blow of the fist. The spleen was enlarged.

By Mr. Gudge—Enlarged spleen, of a similar kind, was frequently found in the case of Chinese who died from ordinary causes. Enlargement was brought about through climatic influences and was more common here, or in other hot countries, than in Europe. In the case of the deceased the spleen was about double its ordinary size and was brittle as a result of the enlargement. Chinese suffering from enlarged spleen frequently became very pale and emaciated. There were no bruises on the deceased's body. The rupture could not have been caused by muscular action. The deceased was a muscular man and was not emaciated. Witness could not say whether the rupture would have been caused by a slight poke in the side, but it would not have taken a very heavy blow to cause it. The rest of the deceased's internal organs were healthy. Moving the deceased in a richiea probably hastened his death but it would not have been possible to treat him on the spot.

By Inspector Robinson—If the deceased had been struck an ordinary blow a few hours before death a mark would not necessarily remain. The deceased's brother said that he accompanied the deceased when he was taken away from Quarry Bay. He died on the way. The deceased was first put in an ambulance but this broke down and he had to be transferred to a richiea.

Li Chow, an earth cooler employed at the Quarry Bay wharf, said that he knew the deceased. He was working with him on the date in question. Between 4 and 5 p.m. the deceased was working and the defendant came up to him and said "faisce." The deceased did not understand him and the accused struck him on the side. The deceased at once sat down and witness lifted him up, with the assistance of another man, and took him to the office. When witness and the other man lifted the deceased up the defendant struck him again. Witness was only a few feet away when the first blow was struck and was working at the time.

Thomas Grimshaw, said that he saw the deceased when he was brought to the office by the last witness. He spoke to the deceased, who made a statement, bathed him with hot water and gave him some whisky and water. The deceased said that he felt pain on the left hand side below the ribs and it was there that witness bathed him. At this stage the further hearing of the case was adjourned until Monday afternoon.

SPORTING NOTES.

**THE GYMKHANA.**

The Hongkong Gymkhana Club will make another attempt to hold their fourth meeting at Happy Valley to-morrow. The weather conditions promise to be favourable this time and a well-attended meeting should result. The band of the 1st Battalion of Sherwood Foresters will play a well-arranged programme of music, which should be an additional factor in inducing residents to attend. From a glance at the programme it would appear that there will be no fault to find with the sport. Six events, including the Challenge Cup, are to be decided and a start will be made with the O. S. Cup, a mile and a quarter flat race. Eight China ponies have entered for the race and *Little Momo* carries the top weight, 11st. 2lbs. *Pandur* is awarded 11st. 1lb.; *Grafton* has 11st. while *Omne* More has only 10 st. 2 lbs. Despite *Little Momo's* weight handicap, the cardinal jacket should show in front at the finish, although *Grafton* can be relied upon to battle the race out with Mr. Brutton's pony. A heavy course will be favourable to *Little Momo*. The hurdle race—Walton Cup—has attracted five entries. The most handy pony appears to be the Hon. W. J. Gresson's *Glenburn*, with an impost of 10 st. 13 lbs. The blue and silver should lead *Muscad* home. The Ladies' Nomination competition should be a mirth-provoking item, as should the Distance Handicap. The Gymkhana Club Challenge Cup has half-a-dozen entrants and opinion as to the winner appears to be fairly well divided between *Little Momo*, *Desert King* and *Grafton*. We think the distance too great for Mr. Potts' pony. On a hard dry course he would run well and probably win, but on a track that is at all heavy the last two hundred yards is a slight incline, with 11st. 3 lbs. up, would probably prove too much for the Blue and White. The race seems to lie between *Little Momo*, and Mr. Master's *Grafton*. Although *Grafton* has five pounds the host of weights Mr. Brutton's pony has many admirers and it is likely that she will win. The Gymkhana will conclude with a three-furlong dash, but as the weights are not yet published it is useless to attempt predictions.

ASSOCIATION FOOTBALL.

The six-a-side football matches are now well in progress. So far seven matches have been played, but the play is not yet up to the usual standard. With each succeeding match, however, the men are getting into better form and the play is improving. Already seven of the players show out beyond the others, and the players for the Club's first team will be easy to pick. The unbeaten teams are Gray's, Sandford's, and Kynett's and Rutherford's. Gray's half-a-dozen have won both their engagements, and Sandford's and Kynett's have won their first match, while Rutherford's and Kynett's have played draws. Sandford's have defeated Kynett's when they met on Monday next. A good game should be the result of the meeting of Gray's and Kynett's on Tuesday next. The positions of the teams are as follows:

TEAM	P	W	L	D	Pts.
Gray's	2	2	0	0	4
Sandford's	1	1	0	0	2
Chard's	1	1	0	0	2
Kynett's	2	0	0	2	2
Rutherford's	1	0	0	1	1
William's	2	0	1	1	1
Asquith's	2	0	1	1	1
Boyer's	3	0	2	1	1

A win counts 2 points and a draw 1 point.

A practice match between the following eleven, chosen from the Hongkong Club, will take place to-morrow at Happy Valley, commencing at 4.45 p.m.

C. Penman, E. F. Asquith, H. C. Gray, C. G. Hixson, W. H. Williams, R. Mather, J. N. Humphrey, R. N. H. S. Kennedy, H. L. Garrett, F. C. Hall and E. A. G. May.

G. B. Macdonald, G. de Martini, A. O. Brown, H. S. Bevan, N. S. Brown, J. Clark, R. Henderson, E. Humphreys, J. Wemyss, J. D. Harris and P. K. Kynett.

A Captain's Cup and Pool were played last week end. Captain G. H. Nugent, R.A., being successful in both. The first prize in the Captain's Cup was won by Captain Nugent, 94-15-79; Mr. C. M. G. Burnie 82-2-80; and Dr. L. E. Darnell, R.N., 98-10-82. The same three filled the same places in the Pool with scores of 92-15-77, 82-2-80, and 98-10-82 respectively. Golf has a large following here, no less than 34 competitors entered for the Cup and 28 for the Pool.

The Draw for the Cup is now almost completed; two games only require to be played. Mr. C. W. May has yet to play Mr. J. Johnstone for the semi-final, and the winner will meet Mr. C. A. Parker in the final. Mr. H. C. Sandford was defeated by Mr. Parker in the semi-final round.

The final in the Professional Pairs is to be played between Messrs. Parr and Burnie and Forrest and Smith.

CRICKET.

The Committee elected to deal with the preliminary arrangements of the Kowloon Cricket Club are enthusiastically carrying out their labours. At an early hour this morning they were inspecting King's Park and had selected a site, for the use of which they are to apply to the Governor. Mr. J. F. Lamm, architect, has offered to give his services in laying out the ground, a generous offer which will be availed of.

A meeting in connection with the Hongkong Cricket League will be held this evening to arrange fixtures for the season.

The match arranged by the Graingerow Club—Captain's Eleven v. Vice-Captain's Eleven—for last Saturday, is to take place to-morrow. Teams will be picked on the ground at 2.30 p.m.

On the Cricket Ground to-morrow the Hongkong C. Club's First Eleven will play 'All-Comers' commencing at 11.30 a.m.

The following will play for the 1st Eleven—Messrs. R. E. O. Bird, Major A. A. Chichester, J. T. Dixon, W. E. Dixon, Capt. P. G. Davies, R. Hancock, H. Hancock, Lt. P. M. Heath, T. E. Pearce, T. Sercom, B. Smith, and A. G. Ward.

The Hon. Dr. Atkinson will captain the 'All-Comers.'

News has been received from the Singapore Cricket Club that the following will form part of the Straits Team:—Capt. R. I. M. Barret (M. S. Guides) Messrs J. G. Macgregor, V. L. Parsons, R. B. Rice, C. W. H. Ouchane and M. H. Whitley. It is hoped that Capt. H. L. Talbot will also be able to get away. The present intention is for the team to leave Singapore by the German Mail of November 1st.

RIFLE SHOOTING.

The first of the Interport teams to shoot off in the Annual Rifle Match between Hongkong, Shanghai, Singapore and Penang, has been Shanghai. Mr. Mowbray, N. S. Northcote has received a telegram giving the total score of the Shanghai team as 908. As there are ten men in the team

the average per man is 90.8, which, as the possible is 105, must be considered as good marksmanship.

The Hongkong team will probably shoot on October 12.

To-morrow the usual sports competition of the Hongkong Rifle Association will be held at 2.30 p.m.

The following gentlemen are particularly requested to attend for practice to-morrow, Messrs. Parker, Lapsley, Davies, Lammere, Dunhill, MacKinnon, Watson, R. Penning, R. W. Penning, Andrews and Thornhill.

In Shanghai there were no less than 54 entries for a rifle shooting competition—The Arcthusa Cup. Fifty-two of the entrants shot at the three ranges—300, 500 and 600 yards—the other two at 300 and 500 yards. The Inspector Wilson, who was in charge of the shooting, was Sergeant Johnston being second with the same total. As Inspector Wilson scored more than Sergeant Johnston at the 600 yards he was placed first. The decision was in accordance with Bisley rules.

ROWING.

Training has been going on steadily at the V.R.O. during the past week, but nothing exceptional has been done. A Challenge crew is in training, but the final decision as to the men has not yet been arrived at.

LAWN BOWLS.

The finals in the bowling competitions at present being contested by the Kowloon Bowling Club are to be played off to-morrow, at 3.30 p.m.

TENNIS AT THE DOCKS.

For some time past a tennis tournament has been in progress at the Kowloon Docks for a handsome silver cup, presented by Mr. J. W. Graham, Superintendent Shipbuilder, and a silver cigarette case. The tournament took the form of a mixed doubles' handicap, the cup to go to the lady and the cigarette case to go to the gentleman.

The semi-finals resulted as follows:—Mrs. Crawford and Mr. Henderson (searath) beat Mrs. Pittcock and Mr. Purvis (ove 15) 6-2, 6-5.

Mrs. Neave and Mr. Davidson (receive 15) defeated Mrs. Henderson and Mr. Squair (ove 15) 6-0, 6-0.

The final between Mrs. Crawford and Mr. Henderson and Mrs. Neave and Mr. Davidson will be played next week, probably on Wednesday.

INTERCEPTED LETTERS.

HONGKONG, October 7.

DEAR BETTY,

Of all the crimes enumerated in the human branch of zoology the deliberate betrayal is the most unreasoning and selfish. Unreasonable, because he deprives himself of connubial bliss, domestic comforts, and the prospect of being cheered and cared for in his old age by his loving children. Selfish, because the broad-winged arrangements, being entirely framed for man's convenience alone, he refuses to support a wife.

I have often wondered why it is that there are so many men in this Colony who take their coffee and roll in the morning, and something else, before going to the office, leaving behind them an empty room, or house, with no one there to long for their return or bless them upon their departure, and I think it will greatly surprise you to know that the main reason I can find as being the cause of our Bachelor Kingdom is the want of Religion. With the exception of very few hot boxes of the British Community of this Colony have no Religion at all, except that of Mammon and Pomp.

Mammon and Pomp, the gods they adore, are the great hindrances to marriage, and the devotion to them easily explains your variable state of the Bachelors long to be "One" of the selected few of their circle and to draw the corresponding salary to keep up the show that the "One of us" style demands, and the consequence of this is that in waiting to reach that "One of us" stage, the Bachelors either become so accustomed to their solitary life that they do not want to change their system of living, or if they do marry, marry at an age when they are of no longer use to the State.

How great Waldeck-Rousseau's words sound: Je ne reconnais aucune aristocratie, pas plus celle de l'opinion que celle de la naissance.

I do not recognize any aristocracy, neither that of opinion nor that of birth, and I often think that if people would come round again to those days when each new arrival had to call on the Residents, not for the sake of enabling them to find out who he is and what he intends doing, but for the sake of making him, as should perhaps be the case, a young fellow in this Colony would not go about saying that they would never marry a Colonial girl; but would instead make it their business to marry as soon as they could afford to do so, marrying one of the Colony's fairies, if they had not left a girl behind them, Religion is the only power that will do away with the false pride existing in this Colony, and bring about that sense of duty in each man that:

By law of Nature we are bound to marry, That ours may live, when we ourselves are dead.

If, as the preacher says, the British Empire is the will of God, and if the British Empire can only be governed and maintained by British People, I think it behooves the British Community of each Colony to help as much as possible in encouraging marriage, thus providing a future population to carry on the work they have begun.

The prolific mothers of Britain have done their best for the Empire, but the supply, even there, will be exhausted some day. If the British Race is to away over the Empire of over 400,000,000 inhabitants, it is preposterous to think that it will continue to draw its supply of labour from Great Britain, and unless the Colonies take to replacing their vacancies caused by death and keeping up the rule that the predominant white population of a British Colony must be British, it is clear that sooner or later the Colonies will fall into the hands of the race which will become the predominant partner in the keeping up of the Colonies.

But to come back to our "Dot in the Ocean." Everything can easily be arranged here if we will only impress upon our minds what Isaac Barrow said in his Historical Sermon of 1671. Barrow said:

"That distinction which thou standest upon, and which separates thee from thy poor neighbour, and thee, what is it? Whence did it come? Whether tends it? Is it not any wise natural, or according to primitive design. Inequality in things were the by-blows of our guilt; sin introduced these degrees and distances; it deified the names of rich and poor, it forged these distinctions between Man and Man, which have engendered so much strife among men, and created so much misery in the world."

Religion would do away with this distinction but... Hubby calls me, Good night—Yours, NELL.

THE SILVER AND CURRENCY PROBLEMS.

The Scotsman of Sept. 5 thus writes editorially on the silver question, which is of extreme interest here:—Problems relating to silver and currency are once more beginning to bulk largely in financial discussions. The question has again been raised as to what is to be done with China; Mexico seems to be wavering between this and that plan for giving greater stability to the exchange; there is talk of the Argentine Government introducing some reform into the national currency; complaints are made in certain high financial quarters regarding the working of the gold standard in India; efforts are contemplated by the Spanish Government to get rid of the embarrassingly heavy gold premium, and it is recognized that, sooner or later, something will have to be done to reform the currency and banking system in the United States. In all these cases the issues raised have an intimate bearing on the future of silver, but perhaps in none is this so more than in the case of Mexico. That country has now become the greatest producer of the white metal in the world, having at last got ahead of the United States in this respect. In 1903 the output amounted to the unprecedented total of 60,000,000 ounces, being upwards of 35 per cent. of the aggregate—namely, 166,400,000 ounces—for the whole world. This is nearly double the output in 1891, when it amounted to 33,400,000 ounces. How great a part silver plays in the financial and economic affairs of the country is illustrated by the fact that silver forms 25 per cent. of the total value of the exports. It will, therefore, be readily gathered from this one fact alone how greatly Mexico is dependent on the fortunes of the white metal and to what an extent her interests must be affected by its further depreciation. As silver is the basis of the national currency, the fluctuations which occur in its value are at once reflected in the exchanges with gold-using countries. This is recognized by the Government to be in many ways a source of no little embarrassment. On the other hand, immense strides have been made by the national industries and commerce under the silver regime, and the Government finances have year by year attained to a more prosperous and solid basis. A currency system under which so much has been successfully achieved cannot be expected to be lightly discarded for another, or without balancing very carefully the probable advantages and disadvantages of a change. The question is one that has absorbed the close attention of the Government, but no decision has apparently been yet come to on the subject of the recommendations made by the Mexican National Currency Committee. It has from time to time been proposed to establish a gold standard. That, however, would be a dangerous experiment, and fraught with too great risk to warrant its being adopted offhand. Indeed, it is doubtful, were a measure for the purpose brought before Congress, if it would be adopted in face of the opposition which would be offered, not only by the great silver interest, but by the agricultural interests, the latter claiming that a low exchange is of direct benefit to them, while the former would see in the introduction of a gold currency another blow dealt at the value of silver.

The National Monetary Commission were averse to the immediate introduction of the gold standard, and advocated by preference a system on the model of that introduced into the Philippines by the United States Government. Thus it proposed the coining of new dollars which were to be introduced into the circulation and maintained at a parity with gold at a fixed ratio. In order to facilitate this operation, it would be necessary, as in the case of the United States and India, to close the mints to the free coining of silver. As to the question of the ratio, this was to be determined by the average gold price of the Mexican dollar in the foreign markets during the ten years immediately preceding the adoption of the new standard. In order to preserve the parity between the two metals it was the policy to be followed until the silver dollars circulated at a parity with the gold dollars. It was also proposed that in the event of silver rising in price, thereby enhancing the dollar to over the parity with gold, silver dollars should be withdrawn and redeemed with gold, and the gold standard introduced with force. The gold standard, which should be made the future medium of exchange, it is extremely doubtful if silver would so rise in value when it became known that its maintaining a parity with the yellow metal, it would be to a large extent demoted to a position of inferiority from circulation. The probability rather is that as a commercial commodity it would suffer a further depreciation as it has never failed to do in the like circumstances. As Mr. Connelley points out in his last Report on the Trade of Vera Cruz for 1903—"The most striking feature in the whole record of silver is the steadily widening gulf between the coining value and the market value, the coining value of silver to-day being more than two and a half times the market value at the average price of the year. The tendency is still, on the whole, for this gulf to become still wider, and as it does so numerous great interests in Mexico, as the leading producers of the metal, must be prejudicially affected by a much greater part in fostering the agricultural and industrial development of the country than is, perhaps, generally recognized. It has stimulated the settlement of the land and given an advantage to the cultivators in their competition in the outside produce market with gold standard money. A large amount of American capital have flowed into the country for the building of railways and the establishment of various industrial enterprises, and there can be no doubt that cheap silver has largely contributed to this result. This is an aspect of the case which President Diaz and his Minister of Finance, Señor Limantour, have throughout the who a course of the discussion never failed to keep clearly in view. The latter gentleman in his Budget statement made to the Federal Congress in December last furnished a concrete example of one of the disadvantages suffered by Mexico owing to the fall in the exchange, showing that the silver value of the imports

for 1902-3 increased 40,000,000 dollars as compared with the total for the previous year, whereas on a comparison of the gold values the increase was only nine and a half million dollars, which implied that Mexico had to pay upwards of 30,000,000 dollars more for her imports than she would have had to pay had the rate of exchange been at the same average level in the two years. This, however, is only one side of the question. The other side is that Mexican exporters obtained for the sterling proceeds of their sales abroad a large amount of the national currency in proportion to the depreciation in the latter. Moreover, in 1902-3 Mexican exports increased, without reckoning the gold premium, 38,000,000 dollars, while if that premium is included the increase was as much as 45,000,000 dollars. From this point of view, the decline in the value of silver was by no means so serious a matter as it would at first sight seem to have been.

That the low value of the white metal and the constant and more or less violent fluctuations in the exchange constitute for Mexico a serious drawback in many respects is, of course, incontestable. Although the export trade has diminished, and continues to flourish, greatly in spite of, and even to a considerable extent in consequence of, that low value, it is also equally true that native consumers, with each retrograde movement in the price of silver, have to pay more dearly for the commodities which are purchased in foreign countries. It may also be that, weighing the advantages with the disadvantages, the balance may be on the disadvantage side. Then, again, there is the further unquestionable fact that a violently fluctuating state of the exchange acts as an impediment to the smooth and even course of international trade. Still Mexican trade with foreign countries has grown and flourished in a remarkable degree in spite of this drawback. When, however, we take into account the effect of the depreciation of silver on the national finances, no room is left for doubt as to its being injurious, the broad fact being that while the Government receives its revenue in silver, it has large foreign obligations which it has to discharge in gold, to obtain which it has to make a heavy sacrifice by reason of the high premium it has to pay for it in the national currency. What this means to the Treasury will be gathered from the fact that the sterling debt amounts to £22,000,000, which requires for its annual service, roughly, £600,000 gold per annum, while the present value of the silver dollars is about 26d., in contrast with its par value of 48d. A few years ago when the silver dollar stood at 23d., the interest on the debt absorbed 600,000 dollars, in gold, and 14,000,000 dollars, in silver, a difference to the Treasury of 7,500,000 dollars, in silver, which represented the loss in exchange alone. In view of such a condition of affairs, it can be well understood that, facing a possible reversion to the former low range of value, the Mexican Government should be anxious to devise means by which to escape from its inconvenience. In submitting his financial statement for the financial year 1898-1899, when the white metal was in a much more depressed condition than it is at present, Señor Limantour took a by no means despairing view of the situation and prospects. Money was then very abundant in Mexico, and this he traced to the growing knowledge of the natural resources of the country, the more minute exploration of the soil, the great increase of easy and cheap means of communication, the improvement in labour-saving appliances, and the impetus it had given to the mining industry. Owing to the depreciation of silver, the money of home investors did not find the same remunerative employment abroad, and was, therefore, retained at home and used in the exploitation of local resources. To this extent the fall in the value of the metal was not an unmitigated evil. At the same time the low value of the currency kept the cost of labour in relation to the cost in other silver producing countries well below the actual market prices of the metal, and stimulated production instead of checking it; and as we have seen the output last year was the largest on record. What will be the effect on the industry if a gold standard be adopted and free coining suspended, is a question that will require the most careful consideration of the Government.

**BY WHARF AND WAVE.**

The American torpedo-boats *Bainbridge*, *Barry*, *Chamney*, *Decker*, and *Oake* arrived at port yesterday from Shanghai where they left on October 6.

The survey of the S.S. *Agincourt* is not yet completed. The ship is badly strained and the job of repairing her promises to be a big one. It is futile to attempt to estimate the cost of repairs yet.

The whole of the vessels reported as arriving in the harbour this morning were, with the exception of the *Coptic*, and *Rengai*, war craft. The *Strius* arrived from Miss Bay and made fast to a buoy in the man-of-war anchorage, while the French cruiser *Montcalm*, and the French torpedo-boats *Broude*, *Javelin*, and *Monique* also came in from Shanghai, Amoy, and Ningpo respectively.

The examination of Chinese pilots, at the Harbour Office yesterday, resulted in four candidates being told to try again in a fortnight. The men were catechised on a variety of subjects to test their knowledge of local signals, lights, safe anchorages, positions of buoys, seamanship, etc., but all failed to satisfy the examiners that they possessed the requisite knowledge. Candidates are required to produce certificates of sobriety, and to be able to show that they had some experience afloat.

WEATHER REPORT.

The following report is issued by the Hongkong Observatory:—

On the 7th at 10.50 a.m. The barometer has risen at all stations, but more particularly in the north of Japan.

The greatest pressure is over the Yangtze valley and the least to the eastward of the Philippine group.

Fresh to strong N.E. monsoon will prevail along the entire coast of China and over the greater part of the China Sea.

Forecast:—Fresh E. to N.E. winds, cloudy, fair.

**LONGER COUGH** may result in consumption. Chamberlain's Cough Remedy cures coughs, colds and influenza. It contains no harmful substance and is pleasant and safe to take. For sale by all Dealers; WATKINS & Co., Ltd., General Agents.

To-day's Advertisements

**BEFORE DECIDING ON THE PURCHASE OF A TYPEWRITER CALL AND INSPECT THE NEW MODEL**



For Particulars, apply to  
**KELLY AND WALSH**, Hongkong.  
Or to the  
**YOST TYPEWRITER CO., LD.**,  
60, HOLBORN VIADUCT,  
LONDON, E.C.

Shanghai, January 8, 1904. 20-5

HONGKONG RIFLE ASSOCIATION.

**THE COMPETITION ON SATURDAY.**  
8th October, will be for SPOONS, commencing at 2.30 p.m. Ranges 200, 500 and 600 Yards. 7 Shots and a Sighter at each Range.

**M. S. NORTHCOTE**,  
Hon. Secretary.  
Hongkong, October 7, 1904. 1827

WANTED.

**THE Use of ONE or MORE TENNIS COURTS** in Hongkong or Kowloon. Send Terms and Particulars, to "X," Care of "CHINA MAIL" Office. Hongkong, October 7, 1904. 1828

WANTED.

**Friends to Share LARGE BEDROOM** with Board in KNOTSFORD TERRACE, Kowloon. Apply "T. S. S.," Care of "CHINA MAIL" Office. Hongkong, October 7, 1904. 1830

LOST.

**A COLLIE DOG**, last seen on Leighton Hill Road. Finder will be rewarded on bringing same to 139, WAN CHAI ROAD. Hongkong, October 7, 1904. 1831

NOTICE.

**THE DEPARTURE OF THE S.S. MAN-CHURIA** for San Francisco, via Macao, Shanghai, Nagasaki, Kobe, (Inland Sea), Yokohama and Honolulu, is POSTPONED TO TUESDAY, the 11th inst., at 10 a.m. Hongkong, October 7, 1904. 1813

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

**In the Goods of DORABEE NOWROJEE**, late of Bombay, in the Empire of India, and formerly of Victoria, in the Colony of Hongkong, deceased.

**NOTICE IS HEREBY GIVEN** that the Honourable the Chief Justice has in Virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting to the sixth day of January, 1905, as the time for Creditors to send in their claims against the Estate of DORABEE NOWROJEE late of Bombay in the Empire of India and formerly of Victoria in the Colony of Hongkong, who died on the 7th day of July, 1904, at Bombay, aforesaid Probate of whose Will was granted by the Supreme Court of Hongkong, on the 15th day of September, 1904, to ISMAIL PILLAY MADAR and DEUNJEEBOY DORABEE both of Victoria in the Colony of Hongkong, aforesaid two of the Executors named in the Will of the said DORABEE NOWROJEE deceased.

Notice is also given that all such claims are to be sent in writing to the Underigned prior to the said 6th day of January, 1905, or no notice will be taken of them.

All persons indebted to the above estate are requested to make immediate payment to the Underigned.

Dated the 6th day of October, 1904.

**JOHNSON, STOKES & MASTER**,  
8, Des Voeux Road Central, Hongkong.  
Solicitors for the Executors.

RE JANET ROSE HARMON DECEASED.

**ALL Persons having any Claims against the Estate of JANET ROSE HARMON**, late of Colchester, Kent, England, Widow (formerly of Hongkong) who died on the 26th August, 1904, are requested to send particulars thereof to us and all persons owing any monies to the said Estate are requested to pay the same to us forthwith.

Dated the 6th day of September, 1904.

**GEO. ARMSTRONG & SONS**,  
Solicitors.  
NEWCASTLE-UPON-TYNE.

SIR ROBERT HART'S MEMORANDUM.

A Series of Articles on Sir ROBERT HART'S SERVICES for the Improvement of China. Reprinted from the China Mail. To be had in pamphlet form at this Office. Price 50 Cents.

Hongkong, July 4, 1904. 1257

THE WINE GROWERS SUPPLY CO.

**MELROSE \*\*\* 12 YEARS OLD** (Quality & Age guaranteed) \$20.00 per doz.

**SPARKLING SODA WINE** \$20.00 per Case of 4 doz.

**BARRETT & CO., Agents.**  
No. 22 & 24, BANK BUILDINGS. 1691

THE ROBINSON PIANO

**Superb Stock** OF **NEW PIANOS** THE RESULT OF **PERSONAL SELECTION** AT THE FACTORIES.

NO SUCH STOCK HAS EVER BEEN HELD IN CHINA BEFORE.

IT REPRESENTS THE **Pick of the** **Finest English & German Makers**.

BUILT IN EVERY PARTICULAR FOR THIS CLIMATE.

**BABY GRANDS** ONLY 5 ft. LONG of the Very Finest Construction.

**\$870 to 980.**

They Occupy only the Space of a Cottage but possessing the **Tone & Fine Appearance** OF A FULL GRAND.

**CASH OR CREDIT TERMS.**

**CHAZALON & CO.**

WINE AND SPIRIT MERCHANTS, AND GENERAL STOREKEEPERS (SUCCESSORS TO G. GIRAZET).

6, QUEEN'S ROAD CENTRAL. JUST LANDED. EX S.S. LA MANOHE. FROM RIVOIRE AND CARRET, PRINCIPAL MANUFACTURERS OF FRANCE.



## Shipping.

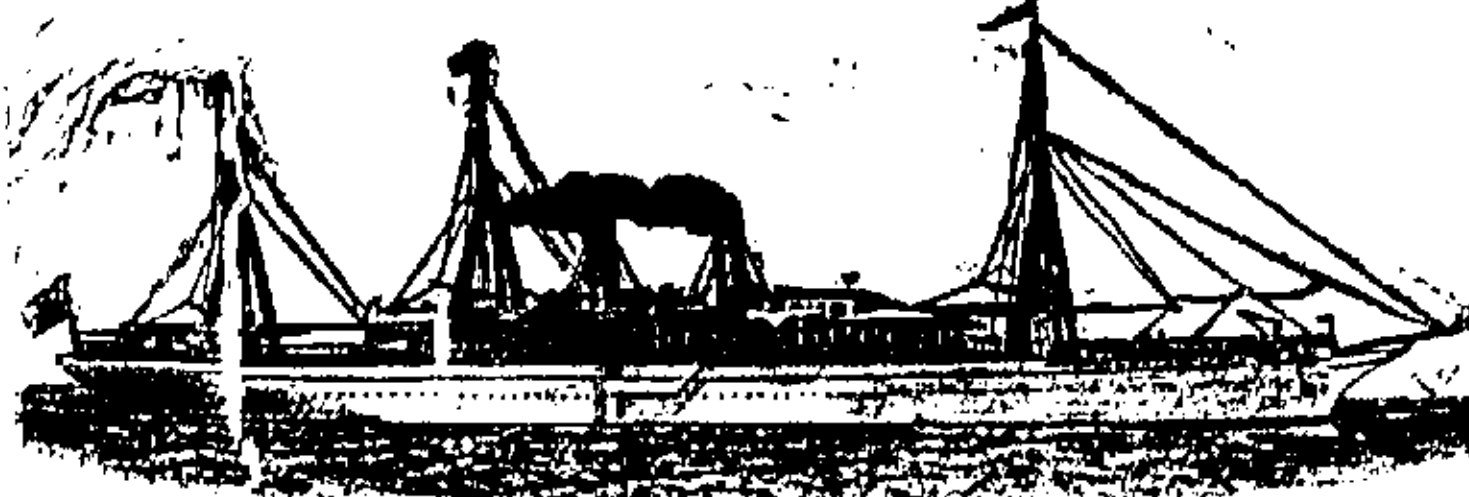
PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	Bentley G. PHILLIPS	October.	See Special Advertisement
LONDON & ANTWERP, VIA S. PAUL, PANAMA, COLON, AND PORT SAID	Japan E. P. MARTIN, R.M.R.	About 13th October.	Freight and Passage.
SHANGHAI	Banco J. H. FERGUSON	About 25th October.	Freight only.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, October 4, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY—SPEED—PUNCTUALITY.

Express Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.  
Saving 8 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.	(Subject to Alteration.)
R.M.S. ATHLETIC	3882 Tons. WEDNESDAY, Oct. 12, 1904.
R.M.S. EMPRESS OF CHINA	6000 Tons. WEDNESDAY, Oct. 19.
R.M.S. TARTAR	4425 Tons. WEDNESDAY, Nov. 2.
R.M.S. EMPRESS OF INDIA	6000 Tons. WEDNESDAY, Nov. 16.
R.M.S. EMPRESS OF JAPAN	6000 Tons. WEDNESDAY, Dec. 14.

Hongkong to London, 1st Class, via St. Lawrence £80, via New York £82.  
Intermediate Stops, 2nd Class, £40, via New York £42.

THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous IN-  
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-  
COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVER-  
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT  
CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.  
For further information, Maps, Guides, Booklets, Rates of Freight and Passage,  
apply to  
HONGKONG, September 21, 1904. D. W. CRADDOCK, Acting General Agent, PEDDER STREET.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, Via SWATOW AND AMOY.	PRITHOOR Capt. H. A. HAROLDSON	SUNDAY, 9th Oct., at Daylight.
POHOOW, Via SWATOW AND AMOY.	TRIUMPH Capt. A. HANSEN	WEDNESDAY, Oct. 12, at Daylight.
TAMU, Via SWATOW AND AMOY.	M. STRUVE Capt. T. BRANDT	SUNDAY, 16th Oct., at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers  
have been requisitioned for Transport Service, and the above named chartered  
Steamers have been secured instead for maintenance of the Company's Coastal Services.  
As soon as the state of Affairs permit the Company will resume running with its special-  
ly designed new Steamers.  
For Freight, Passage and further information, apply at the Co.'s local Branch  
Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,  
MOI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NIOCOMEDIA	4370	WAGNER	Oct. 10, 1904.
NUMANTIA	4370		Oct. 27, 1904.
ARABIA	4483	BAHLE	Nov. 19, 1904.
ARAGONIA	5198	SCHULDT	Dec. 13, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian  
and United States Ports. For through rates of Freight and further information,  
communicate with or apply to

## PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

Hongkong, September 29, 1904.

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA

MOI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
LYRA	4417	G. V. Williams	About Oct. 20

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

SHIP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Shawmut and Temont have just been fitted with very superior  
accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-  
dry. Cargo carried in hold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA  
For further information, Apply to

Dodwell & Co., Limited,  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, September 24, 1904.

## Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AFRICAN, JAPAN, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	JARON	11th October.
GLASGOW AND LIVERPOOL	AGAMEMNON	22nd October.
GLASGOW AND LIVERPOOL	PYRRHUS	27th October.
GLASGOW AND LIVERPOOL	YANGTZE	29th October.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON, AMSTERDAM AND ANTWERP	PATROCLOS	11th October.
* GENOA, MARSEILLES & LIVERPOOL	ACHILLES	22nd October.
LONDON, AMSTERDAM & ANTWERP	PINGOUIN	25th October.
LONDON, AMSTERDAM & ANTWERP	ULYSSES	8th November.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	YANGTZE	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, October 7, 1904.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	WONGKONG	8th October.
MANILA	TEAN	11th October.
AVOY MANILA, ILO LO & CEBU.	SUNGKIAN	11th October.
NINGPO AND SHANGHAI	WHAMPOA	12th October.
SWATOW, CHEFOO & TIENTSIN.	CHIBILI	14th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELB URNE	TAIYUAN	27th October.

\* The attention of Passengers is directed to the Superior Accommodation offered  
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.  
A duly qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand and other  
Australian Ports.  
N.B.—REDUCED SALOON FARES, Single and Return, to Manila and  
Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, October 7, 1904.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steam-  
ers between Hongkong and Manila—Saloon amidships—  
Electric Light—Perfect Cuisine—Surgeon  
and Stewards carried—All the most up-to-date arrange-  
ments for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila Direct	Oct. 8, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Oct. 15, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,  
General Managers.

Hongkong, October 1, 1904.

SOUTH AFRICAN LINE OF  
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to  
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:-

S.S. SWANLEY	...	Captain J. P. DAWSON.
S.S. COURTFIELD	...	J. W. MARTIN.
S.S. ORANLEY	...	W. E. STRIKE.
S.S. IRBAL	...	M. ROBERTSON.
S.S. ASCOT	...	C. E. COX.
S.S. FREEDMAN	...	T. M. MILNE.
S.S. LUTHER	...	J. G. WILLIAMSON.
S.S. INKUM	...	E. S. PEARSE.

The next departure will be the s.s. COURTFIELD, sailing from here on  
SATURDAY, the 8th October, via Chin-Wan-Tao, taking Cargo for DURBAN.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 28, 1904.

AUSTRIAN NAVIGATION  
LLOYD'S STEAM  
COMPANY.

STEAM FOR  
FIUME AND TRIESTE Direct, Calling at  
SINGAPORE, PENANG, CALCUTTA,  
COLOMBO, ADEN, SUEZ AND  
PORT SAID.

(Taking cargo at through rates to the  
BRAZIL, to SOUTH AFRICA, RED SEA,  
BLACK SEA, LEBANT, YEMEN and  
ADRIATIC PORTS.)

THE Company's Steamship  
TRIESTE  
Captain MIZONICO, will be despatched as  
above on SATURDAY, the 29th Inst.,  
p.m.  
This Steamer has capital accommodation  
for Passengers, Electric Light and carries  
a Doctor.  
For information as to Passage & Freight,  
apply to

SANDER, WILDER & Co.,  
Agents,  
Princes Building,  
Hongkong, October 4, 1904.

EASTERN & AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TROAR, PORT DARWIN and  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship  
AUSTRALIAN  
Captain A. H. SMYTH, will be despatched for  
the above Ports on SATURDAY, the  
16th October, at Noon.  
This well-known Steamer is specially  
fitted for Passengers, and has a Refriger-  
ating Chamber, which ensures the supply of  
Fresh Provisions, Ice, &c., throughout the  
voyage.  
A duly qualified Surgeon and Stewards  
are carried.  
N.B.—To ensure the additional comfort  
of passengers the steamers of the Company  
have electric fans fitted in staterooms.  
For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents,  
Hongkong, September 18, 1904.

## Shipping.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEEN, EGYPT, MEDIT-  
RANEAN PORTS, PLYMOUTH AND  
LONDON.

Through Bills of Lading issued for DATA-  
VIA, PERSIAN GULF, CON-  
TINENTAL, AMERICAN AND  
SOUTH AFRICAN PORTS.

THE Steamship BENGAL, Captain  
G. PHILLIPS, carrying His Ma-  
jesty's Mails, will be despatched from  
this for BOMBAY, on SATURDAY, the  
8th October, at Noon, taking Passen-  
gers and Cargo for the above Ports in con-  
nection with the Company's s.s. India,  
7,811 tons, from Colombo, Passengers' ac-  
commodation in which vessel is secured  
before departure from Hongkong.  
Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the mail  
steamer proceeding direct to Marseilles ex-  
London; other cargo for London, &c., will  
be conveyed from Bombay by the R.M.S.  
Arabia, due in London on the 21st Novem-  
ber, 1904.  
Parcels will be received at this Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, September 24, 1904.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.  
THE Company's Steamship  
THALES  
Captain GROW, will be despatched for  
the above Port on SATURDAY, the 8th  
Inst., at 2 p.m.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.

Hongkong, October 6, 1904.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.  
STEAM FOR  
SAIGON, SINGAPORE, RATAVIA,  
COLOMBO, PONDICHERY, CAL-  
CUTTA, BOMBAY, ADEN, DJIBOUTI,  
EGYPT, MARSEILLES, MEDIT-  
RANEAN AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX.

Also  
PORTS OF BRAZIL & RIVER  
PLATE.

ON TUESDAY, the 18th October,  
1904, at 1 p.m., the Company's  
Steamship SALAZIE, Captain MOORE,  
with MAELS, PASSENGERS, SPOOLS,  
and CARGO, will leave this Port for  
MARSEILLES, via Ports of Call, without  
Transshipment.

This Steamer connects at COLOMBO with  
the Australian Line s.s. Catalina bound  
for MARSEILLES via BOMBAY and ADEN.  
Cargo and Passengers will be registered for  
London as well as for MARSEILLES, and ac-  
cepted in transit through MARSEILLES for the  
principal places of Europe.  
Shipping Orders will be granted till  
Noon only on MONDAY, the 17th October.  
Specie and Parcels received until 4 p.m.  
on the same day. No Cargo will be re-  
ceived on board on TUESDAY.  
Parcels are not to be sent on board if  
they must be left at the Agency's Office.  
Contents and value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office.

L. BRIDOU,  
Acting Agent.

Hongkong, October 5, 1904.

## STEAM TO CANTON.

THE new Twin Screw Steel Steamer  
KWONG OHOW  
1,309 tons. Captain J. P. MARTIN.  
KWONG TUNG  
1,238 tons. Captain H. W. WALKER.  
Leave HONGKONG for CANTON at 8.30  
Every Evening (Saturday excepted).  
Leave CANTON for HONGKONG about  
5 o'clock Every Evening (Sunday ex-  
cepted).

These fine new Steamers have unex-  
celled accommodation for First Class  
Passengers and are lit throughout by  
Electricity.  
Passage Fare—Single Journey, \$4.00.  
Meals, &c., &c., \$1.00 each.  
The Company's Wharf is a short distance  
West of the Harbour Master's Office.  
SHIU ON S.S. CO., LTD.,  
AND  
YUEN ON S.S. CO., LTD.,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, February 17, 1904.

## HONGKONG-MACAO LINE.

S. S. WING CHAI.  
Captain T. AMY, R.N.R.  
This Steamer departs from HONGKONG  
on Week Days at 7.30 a.m., and on  
Sundays at 8.30 a.m. Departs from MACAO  
on Week Days about 2 p.m., and on Sun-  
days at 7.30 p.m.

Fares.—Week Days 1st Class, including  
cabin and servant, Single \$2. Return  
Ticket \$5. 2nd Class \$1. 3rd Class 50 Cents.  
Every Sunday will be an Excursion at the  
following rates:—1st and 2nd Class Single  
Ticket \$1. Return \$2. 3rd Class, Sing-  
le 30 Cents, Return 50 Cents, Steerage 10 Cts.  
Tiffin and Dinner can be supplied either  
on board, or at the Macao Hotel, for return-  
ing Passengers only, at an extra charge of  
\$2. On Sunday the Steamer returns to  
have a Private Cabin which has accommodation  
for two or more passengers, will be charged  
\$3.00 extra.

First-class Passengers who do not care  
to return on the Excursion Sunday, will be  
allowed to do so the following day (Mon-  
day) on production of the Return Ticket.  
Should the Steamer not return on the  
Monday, owing to a 6 dollar Chasing, due  
notice will be given by the Captain, and the  
Half Ticket will be available for the follow-  
ing day. The Steamer will shortly be lit  
throughout by Electricity.  
The Steamer's Wharf at Hongkong is at  
the Western end of the Lock Street.  
MING ON & CO.,  
8nd Floor, 10, Victoria Street,  
Hongkong, October 6, 1904.

## Shipping.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK,  
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.	STEAMERS.	TO SAIL.	1904.
HINDUSTAN		About Oct. 10.	
ST HUGO		About Nov. 18.	

For Freight and further information,  
Apply to  
DODWELL & CO., LTD.,  
Agents.

Hongkong, October 5, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship NAMSANG,  
Captain G. D. PATRICK, will be despatched as  
above on TUESDAY, the 11th Inst., at  
3 p.m.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, October 4, 1904.

EASTERN & AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship  
AUSTRALIAN,  
Captain SCHAW, will be despatched as  
above on SATURDAY, the 16th October,  
at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating  
Chamber which ensures the supply of Fresh  
Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A Stewards and a duly qualified Surgeon  
are carried.  
N.B.—To ensure the additional comfort  
of passengers the steamers of the Company  
have electric fans fitted in staterooms.

For Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, September 19, 1904.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship  
CL VERBURN  
Captain PARKER, will be despatched for  
the above Port on or about TUESDAY,  
the 18th October.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, September 12, 1904.

## NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.  
THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER CUROMANDEL.

FROM BOMBAY, COLOMBO AND  
STRAITS.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed  
that their Goods are being landed  
and placed at their risk in the HONGKONG AND  
KOWLOON WHARF AND GODOWN COMPANY'S  
Godowns at Kowloon, where each consign-  
ment will be sorted out Mark by Mark and  
delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo:—  
From LONDON, &c. ex s.s. Oceana.  
From AUSTRALIA, ex s.s. Marmora.  
From CALCUTTA, ex s.s. Palma.  
From PERSIAN GULF, ex s.s. B. L. S. N.  
and B. and P. S. N. Co's steamers.  
Optional Goods will be landed here un-  
less instructions are given to the contrary  
before 5 p.m. To-day.  
Goods not cleared by the 13th Inst.,  
at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
Damaged packages must be left in the  
Godowns for examination by the Con-  
signee and the Company's representative  
at an appointed hour. All claims must be  
presented within ten days of the steamer's  
arrival here, after which date they cannot  
be recognised. No claims will be admitted  
after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, October 6, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship Namsang,  
having arrived from the above Ports,  
Consignees of cargo by her are hereby in-  
formed that their goods will be delivered  
longside.  
Cargo impeding the discharge or re-  
maining on board after 4 p.m. the 6th  
inst., will be landed at Consignee's risk  
and expense into Godowns at East Point.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, October 4, 1904.

BRITISH-INDIA STEAM NAVIGA-  
TION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

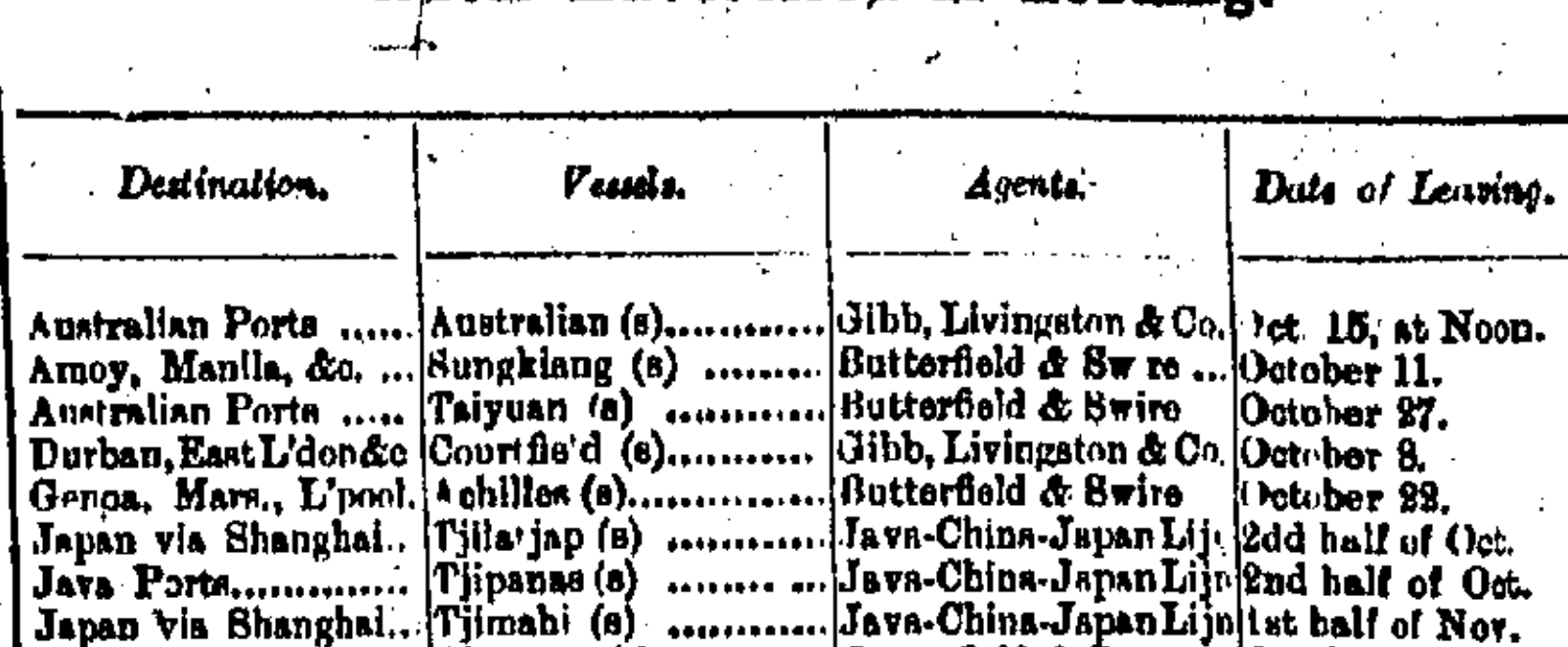






### Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports .....	Australian (s) .....	Gibb, Livingston & Co. ....	15 <sup>th</sup> at Noon.
Amoy, Manila, &c. ....	Sungshan (s) .....	Butterfield & Swire .....	October 11.
Australian Ports .....	Taiyuan (s) .....	Butterfield & Swire .....	October 27.
Durban, East London &c.	Courfield (s) .....	Gibb, Livingston & Co. ....	October 8.
Gunga, Marn., L'pool.	Achilles (s) .....	Butterfield & Swire .....	October 23.
Japan via Shanghai.	Tsima-jap (s) .....	Java-China-Japan Lij. ....	22d half of Oct.
Java Ports .....	Tijpanah (s) .....	Java-China-Japan Lij. ....	22d half of Oct.
Java via Shanghai.	Tijmahai (s) .....	Java-China-Japan Lij. ....	21 <sup>st</sup> half of Nov.



Adon, Am'dam, A'erp	Pinguey (s)	Butterfield & Swire...	October 25.
L'dou, Am'dam, A'erp	Ulyse's (s)	Butterfield & Swire...	November 8.
London, &c. ....	Bengal (s)	P. & O. S. N. Co. ...	Oct. 8, at Noon.
London, Antwerp, &c.	Japan (s)	P. & O. S. N. Co. ...	About Oct. 13.
Versailing via Saigon	Salazie (s)	Messagerie Maritime	Oct. 18, at 1 p.m.
Mar., L'don, Am'dam, A'erp, &c.	Patrolas (s)	Butterfield & Swire...	October 11.
Manila	Australian (s)	Gibb, Livingston & Co.	Oct. 16, at Noon.
Manila	(Rubi) (s)	Shewan, Tomes & Co.	Oct. 8 at 10 a.m.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Oct. 15, at 10 a.m.
Manila	Taan (s)	Butterfield & Swire...	October 11.
New York, Suez Canal	Hindustan (s)	Dodwell & Co., Ltd...	About October 10.
New York, Suez Canal	St. Hugo (s)	Dodwell & Co. Limited	About Nov. 18.
New York, Suez Canal	Claverburn (s)	Shewan, Tomes & Co.	About Oct. 13.
Ningpo and Shanghai	Wanpoa (s)	Butterfield & Swire...	Oct. ber 12.
Shanghai	Woeung (s)	Butterfield & Swire...	October 8.
Shanghai	Banes (s)	P. & O. S. N. Co. ...	About Oct. 25.
Shanghai and Portland, Or.	Ucomdia (s)	Portland & A. S. Co.	October 10.
Shanghai and Portland, Or.	Namutia (s)	Portland & A. S. Co.	October 27.
Shanghai and Portland, Or.	Arabia (s)	Portland & A. S. Co.	November 18.
Singapore, Pong, Calcutta	Namwang (s)	Jardine, Matheson & Co.	Oct. 11, at 2 p.m.
Singapore, Pong, Calcutta	Trieste (s)	Sander, Wiles & Co.	October 29, p.m.
Singapore, Amoy & Tamsu	Prithibi (s)	Osaka Shosen Kaisha	Oct. 9, at 1 p.m.
Singapore, Amoy, Fouchou	Priniphi (s)	Osaka Shosen Kaisha	Oct. 22, Daylight
Singapore, Amoy & Tamsu	M. Struve (s)	Osaka Shosen Kaisha	Oct. 14, Daylight
Singapore, Amoy & Tamsu	Providence (s)	Osaka Shosen Kaisha	Oct. 19, Daylight
Singapore	Phales (s)	Douglas Laprak & Co.	S. at 2 p.m.
Singapore Coo & Tain	Chihli (s)	Butterfield & Swire...	Oct. 14.
Singapore, B.C., Tacoma	Yangkoo (s)	Butterfield & Swire...	November 1.
Vancouver (B.C.), &c.	Lynn (s)	Dodwell & Co. Limited	October 21.
Vancouver (B.C.), &c.	Athenian (s)	Canadian P&O R. Co.	October 12.
Vancouver (B.C.), &c.	Empress of China (s).	Canadian P&O R. Co.	Oct. ber 19.
Vancouver (B.C.), &c.	Bartar (s)	Canadian P&O R. Co.	November 2.

Stocks.	No. of Shares.	Value.	Paid up.	Market quotations.
<b>BANKS.</b>				
Hongkong and Shanghai Bank Corp.	90,000	£ 175	all	156 1/2, buyers
National Bank of China, Limited ..	12,990	£ 10	£ 8	London, 157
	29,885	£ 10	£ 8	158, sellers
Do. Founders' shares	750	£ 1	£ 1	180 1/2, buyers
<b>MARINE INSURANCE.</b>				
Canton Insurance Office Co. Ltd. ..	10,000	£ 280	£ 50	285
China Traders' Insurance Co. Ltd. ..	4,000	£ 83.33	£ 25	81
North-China Insurance Co. Ltd. ....	15	£ 12	£ 5	75
Union Insurance Society, Ltd. ....	10,000	£ 250	£ 100	£ 610, buyers & buyers
Yangtze Insurance Association, Ltd.	8,000	£ 100	£ 60	£ 145, buyers
<b>FIRE INSURANCE.</b>				
China Fire Insurance Co. Ltd. ....	90,000	£ 100	20	87, sales & buyers
Hongkong Fire Insurance Co. Ltd. ..	8,000	£ 280	50	£ 355, sales
<b>COMPANIES ETC.</b>				
H. Hong & Co. China Tea Co. Ltd. ..	50,000	£ 50	all	£ 55, buyers
G. O. Fenwick & Co. Limited ....	8,000	£ 25	£ 25	£ 47, sellers
New Amoy Dock Co. Ltd. ....	8,000	£ 23	£ 23	£ 27 1/2, sellers
C. F. Lam & Co. Ltd. ....	6,700	£ 110	£ 100	Tls. 176
<b>LAMPOATE, ETC.</b>				
China and Manila S. S. Co. Ltd. ....	30,000	£ 50	£ 50	£ 26 1/2, sellers
Cochin Steamship Co., Limited ..	90,000	£ 50	all	£ 52, sales & buyers
P. T. C. and M. Steamship Co. Ltd.	80,000	£ 15	£ 15	£ 32, buyers
Indo-China S. N. Company, Limited ..	10,000	£ 10	all	£ 33 1/2, sellers
Star Ferry Company, Ltd. ....	10,000	£ 10	£ 10	£ 41, buyers
S' all Transport & Trading Co. Ltd. ....	10,000	£ 10	£ 5	£ 31 1/2, sellers
S'aku Tag and Lighter Co. Ltd. ....	8,600	£ 10	£ 1	£ 25 1/2, sellers
Shanghai Tag & Lighter Co. Ltd. ....	200,000	Tls. 50	Tls. 50	Tls. 30, buyers
do. do. do. ....	100,000	Tls. 50	Tls. 50	Tls. 40 1/2, buyers
<b>PROPERTY.</b>				
China Sugar Company, Limited ....	90,000	£ 100	£ 100	£ 243
Luen Seng Company, Limited ..	7,000	£ 100	£ 100	£ 48, buyers
Pearl Sugar Cultivation Co. Ltd. ....	7,000	Tls. 50	£ 50	Tls. 60, buyers
<b>WHARVES.</b>				
H. K. & Kow. Wharf & Wharf Co.	30,000	£ 50	all	£ 113, buyers
Hongkong and Wharf Co. ....	20,100	Tls. 100	Tls. 100	Tls. 185 1/2
<b>LAND AND BUILDING.</b>				
Hongkong Land Investment and Agency Company, Limited ....	50,000	£ 100	100	£ 100 8149
General Land Investment Co. Ltd.	52,000	Tls. 60	Tls. 50	Tls. 112, buyers
Keeloon Land and Building Company	5,000	£ 50	£ 50	£ 59, sales
W. H. Lee & Co. Ltd. ....	3,754	Tls. 25	Tls. 25	Tls. 22, buyers
Humphreys Estate & Finance Co.	100,000	£ 10	£ 10	£ 12 1/2, sales
West Point Building Co., Limited ..	12,500	£ 50	£ 50	£ 80, sellers

HK High-Level Tramways Co., Ltd.	1,200,000	100	all	\$800
MINING.				
1st Mid. Franchise (see Charbon- nages d'au Tonkin).....	18,000,000	750, 250	all	\$490
Raub Auit, Gold Mining Co., Ltd....	300,000	1	18/10	all, buyers
POTTERY ETC.				
Hongkong Hotel Company, Ltd., ..	12,000	1	50	all \$157, buyers
Astor House Hotel Ltd. (Tinian)...	2,000,000	100	75/50	Tls. 150
Astor House Hotel Co., Ltd. (Shai pottery).....	30,000	3	25	\$27, sales
INSURANCE.				
A. S. Watson & Co., Limited. ....	30,000	3	10	10 \$7.5, new issuesell
do.....	30,000	30	10	\$13
Watkins Limited .....	10,000	1	10	10 \$9, buyers
LIQUOR.				
H.K. and China Gas Co., Limited...	2,000	1	10	\$150, buyers
Shanghai Gas Company, Ltd.....	8,000	100	75/50	Tls. 99, sales
Hongkong Electric Co., Limited ..	30,000	10	3	\$16, buyers
New Electric. (new issue) .....	30,000	10	5	\$3, sellers
ICE, CANNED AND CANNERS.				
Green Island Cement Co., Ltd. ....	50,000	10	3	10 \$31, buyers
MINERALS.				
Reil's Asbestos Eastern Agency, ] Ltd.....	8,600	12/8	12/8	\$4, sales
United Asbestos Oriental Agency, ] Limited .....	100,000	10	3	10 \$92, buyers
do.....	100,000	10	3	10 \$180
H.K. Steam Water-boat Co., Ltd. ...	7,000	10	3	10 \$2, buyers
Hankow Dairy Ice Company, Limited	10,000	24	all	\$28, buyers
Hongkong Ice Co., Ltd.....	5,000	2	20	\$230
Shanghai Waterworks Co., Ltd....	20,000	2	20	2 \$37, buyers
Szebra Planting Company, Ltd.....	20,000	5	5	\$21
Shing Kee Rubber Manufacturing Co., Ltd.	10,000	50	all	\$140, sellers
Hongkong Cotton Spinning Co., Ltd.	10,000	10	3	10 \$113, sellers
Two Cotton Spinning and Weav- ing Co., Ltd. ....	20,000	50	75/5	\$3, sellers
International Cotton Manufac- turing Co., Ltd. ....	10,000	Tls. 100	Tls. 75	Tls. 25
Lo v-Kung-Mow Cotton Spinning and Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	Tls. 22 1/2
Lo v-Kung-Mow Cotton Spinning and Weaving Co., Ltd. ....	10,000	Tls. 500	Tls. 10	Tls. 180, sellers
China Provident Loan Mortgage Co., Ltd. ....	50,000	1	10	10 \$34, sellers
do.....	50,000	1	10	10 \$34, sellers

Campbell, Moore & Co., Limited ..	1,900	10	all buyers
Wm. Powell, Ltd. ....	12,000	10	all buyers
Shanghai and Hongkong Dyeing & Cleaning Co., Ltd. ....	1,900	50	50 sellers
CIGAR COMPANIES.			
Philippines Co., Ltd. ....	67,500	10	10% sellers
Alhambra Limited. ....	500	500	5 X \$100, sellers

LIABILITIES.	AMOUNTS.	VALUE.	INTEREST.	USE ALSO.
Chinese Imperial 1888 ..	787,900	787,900	5% p. annum	Par.

**VERNON and SMYTH, Secret-Brokers.**

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